

INDUSTRIAL AND ECONOMIC SURVEY
OF
PENSACOLA

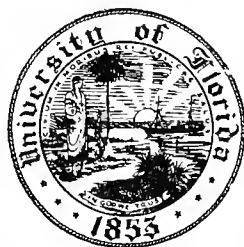
PREPARED FOR THE
JUNIOR CHAMBER OF COMMERCE
AND
SENIOR CHAMBER OF COMMERCE
PENSACOLA, FLORIDA

1927

PARSONS, KLAPP, BRINCKERHOFF & DOUGLAS
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October 1, 1927.

The Industrial Survey Committee,
Junior and Senior Chambers of Commerce,
Pensacola, Florida.

Gentlemen:

Pursuant to the instructions issued us by the Junior and Senior Chambers of Commerce through your Committee, we have made an Economic and Industrial Survey of the City of Pensacola and Escambia County and take pleasure in tendering herewith our Report.

The report upon this survey has been divided into two parts.

Part One deals with General Statistical facts and data concerning your community and which have a distinct bearing upon your development and growth.

Part Two takes up in detail the Study of Pensacola as a Port, Industrial Development, Agricultural Development and Tourist Trade.

We have made our investigations and prepared our conclusions in such a way as we hope will be helpful and beneficial in the development of your City and County.

Yours very truly,

PARSONS, KLAPP, BRINCKERHOFF & DOUGLAS.

By Chas. E. Lund.

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TABLE OF CONTENTS

Letter of Transmittal	I
Foreword.	
General Discussion	XI
Scope of Survey	XI
Method Employed and Organization	XII

* * * * *

Part I.

General Statistics and Facts Concerning Pensacola and Environs which have a Like Bearing upon Pensacola as a Port, Indus- trially, Agriculturally, and as a Tourist Community.	
I.	Geographical Location of Pensacola 1
II.	Population, Pensacola and Escambia County 4
III.	Historical Sketch 5
IV.	Climate 9
V.	Topographical 16
VI.	Health 17
VII.	Civic Considerations (Social) 18
	General Discussion 18
	Recreational Facilities 19
	Fraternal and Benevolent Organizations 21
	Education 23
	Public Schools 23
	Parochial Schools 24
	Business Schools 24
	Churches and Religious Life 24
	Hospital and Medical Facilities 26
	Sanitation 28
	City Streets and Paving 29
	Police Protection 30
	Fire Protection 30
	Housing Conditions 32
	Building Conditions 33
	Traffic Conditions 33
	Cost of Living 33
	Vital Statistics 35
VIII.	Considerations (Commercial and Industrial) 38
	General Discussion 38
	Civic Organizations 38
	Hotels 39
	U. S. Post Office Receipts 39
	Custom House Receipts 41

TABLE OF CONTENTS CONTD.

Building Permits	42
Building Materials	44
Pay Rolls	45
Tax Rates and Receipts	46
Assessed Valuations	47
Bonded Indebtedness	47
Value Municipal Property	49
Newspapers	51
Licensed Automobiles Pensacola and Escambia County	51
IX. Government of Pensacola	52
X. Financial and Legal Considerations	53
XI. Public Utilities	54
Electric Light and Power	54
Street Railways	57
Water Supply	60
Telephone System	61
Telegraph and Wireless	63
Gas Supply and Facilities	63
Sewerage System and Sewage Disposal	65
XII. Real Estate Considerations	65
Residences and Apartments	65
Public Buildings, Offices, etc.	65
Ownerships of Homes	68
Value of Land in Business and Residential Sections	68
Rental of Houses for Industrial Workers	69
Insurance	69
Key Rates on Insurance	69
Industrial Acreage and Values	70
Number of Better Class Residences available for Rent	70
Number Buildings available for Lease	71
Number Offices available for Rent	71
Leases and Rentals	71
Building Record and Valuations	71
Residence Construction	72
Zoning	72
XIII. Labor	72
XIV. Highways	73
XV. Transportation	76
Rail	76
Bus Service	81
Water Transportation	81

* * * * *

TABLE OF CONTENTS CONTD.

Part II.

Port, Industrial, Agriculture and Tourist
Trade Development.

	<u>Port and Harbor Conditions and Development</u>	82
XVI.	General Description	82
XVII.	Present Port and Harbor Conditions	83
	Distance to Entrance of Harbor and Channel	
	Conditions	83
	Tides	83
	Anchorage	85
	Weather Conditions	85
	Winds	85
	Fogs	86
	Rains	86
	Temperatures	86
	Health Conditions	86
	Bridges	86
	Federal Harbor Improvement	87
	Ownership of Waterfront	87
	Coast Guard	88
XVIII.	Port and Harbor Conditions (Recommendations for Future)	88
XIX.	Port Customs, Services and Charges (Federal)	89
	Fees Foreign Trade Entering and Clearing	89
	Tonnage Tax, Foreign and Coastwise	89
	Time Limits for Unloading	89
	Custom House Receipts	89
	Foreign Consuls at Pensacola	89
	Public Health Service	90
	Quarantine	90
	Hospital	91
	Immigration Service	91
	Customs Service	92
XX.	Port Services and Charges Other Than Federal	93
	Port Administration	93
	Fire Protection	93
	Pilotage	94
	Dockage	94
	Tonnage	95
	Miscellaneous Charges for Special Services	95
	Lighterage	96
	Freight Handling Machinery	96
	Labor	97
XXI.	Fuel and Supplies	98
	Ship Chandlery	98
	Sailmakers	98
	Electric Power	98
	Water Supply	98
	Provisions	98
	Oil Bunkering	99

TABLE OF CONTENTS CONTD.

	Coal Bunkering	99
	Ballast	100
XXII.	Present Port and Harbor Facilities	100
	Piers and Wharves	100
	Grain Elevators	103
	Warehouses, Dry and Cold Storage	103
	Bulk Freight and Open Storage	105
	Drydocks	105
	Shipbuilding	107
	Boat Building and Repair Plants	109
	Towboats and Lighters	109
	Wrecking and Salvaging	109
XXIII.	Undeveloped Port and Harbor Facilities	109
XXIV.	Port and Harbor Facilities, Recommendations for Future	110
	Pierhead and Bulkhead Lines	110
	Future Development of Port	110
	Development of Bayou Chico	114
	Development of Inner Waterway	117
XXV.	Transportation Facilities	120
	Belt Line (Present)	121
	Louisville and Nashville	121
	Frisco System	121
	Railroad Mileages	121
	Car Storage Capacity	121
	Switching Charges	121
	Demurrage Charges	122
	Storage	122
	Charge for Wharfage, Handling and Storage	122
	Miscellaneous Rates and Charges	125
	Absorbitions	126
	Dockage Charges	127
	Transportation Rates and Class Rates	127
	Rail Distances	127
XXVI.	Shipping	127
	Steam Ship Rates	132
	Water Distances	132
	Combined Rail and Water Distances	134
XXVII.	Commerce	134
	Imports	139
	Exports	139
	Domestic Shipments and Receipts	140
	Rail Shipments	146
XXVIII.	Stimulation of Port Business	146
XXIX.	Schedules of Important Tariff and Comparisons	149
	Steamship Rates in and out of Pensacola	158
	Combined Rail and Water Rates	158
	Conditions Affecting all Classes of Rates and How Rates may be Reduced	158

TABLE OF CONTENTS CONTD.

	<u>Industrial Development</u>	166
XXX.	General Discussion	166
XXXI.	Labor (As Affecting Industries)	167
XXXII.	Housing	169
XXXIII.	Transportation	169
	Highways	169
	Railroads	169
	Truck Lines	170
	Water Transportation	170
XXXIV.	Local and State Legislation Affecting Industries	170
XXXV.	Power	170
XXXVI.	Gas	171
XXXVII.	Water	171
XXXVIII.	Coal	171
XXXIX.	Oil	171
XL.	Favorable Factors to Industries	171
	<u>New Industries</u>	
XLI.	General Discussion	172
XLII.	Group 1—Local Raw Material	172
	Fish Industries	172
	Lumber Industries	174
	Furniture Industries	174
	Veneer Industries	175
	Ply-wood Industries	176
	Wood Waste Industries	176
	Naval Stores Industries	176
	Pulp and Paper Industries	177
	Clay Products Industries	179
	Sand and Glass Making	183
	Sand and Gravel Industries	185
	Agricultural Products Industries	186
XLIII.	Group 2—Imported Raw Materials	186
	Copper Industries	187
	Leather Industries	188
	Sugar Industries	189
	Molasses Industries	190
	Glue Industries	191
	Twine and Bagging Industries	192
	Rubber Industries	192
	Soap Industries	193
	Paint Industries	195
	Gypsum Industries	196
XLIV.	Group 3—Industries Based Upon Materials Originating in the Interior, Outside of Pensacola Territory	199
	Cotton Industries	199
	Grain Industries	201
	Hardwoods Industries	201

TABLE OF CONTENTS CONTD.

	Structural Steel	201
	Cars	201
	Coke	202
	Assembly Plants	202
	General Discussion	203
	The Follow Up of the Report	203
	 <u>Agricultural Development</u>	
XLV.	General Discussion	206
XLVI.	Elevations and Topography	206
XLVII.	Transportation	206
	Railroad	206
	Highway	206
	Water Transportation	207
XLVIII.	Climate	207
XLIX.	Soil Survey	208
L.	Agricultural Census	209
LI.	Present Commercial Crops, Yields, Costs, etc.	219
LII.	Markets	221
LIII.	Crops which should be Developed	222
	Satsuma Orange	222
	Pecans	223
	Blueberry	223
	Grapes	224
	Dairying	224
	Sheep	225
	Poultry	225
LIV.	Farm Aid	225
LV.	Growers Associations	226
LVI.	Land Values	226
LVII.	Conclusion	226
	 <u>Tourist Trade</u>	
LVIII.	General Discussion	228
LIX.	Review of Florida & Mississippi Gulf Coast Tourist Business	230
LX.	Accessibility to Center of Population	232
LXI.	Recreation	233
	Boating	233
	Fishing	233
	Hunting	234
	Bathing	235
	Driving	235
	Golf	235
	Tennis	236
LXII.	Hotels and Accommodations	236
LXIII.	Duration of Season	237
LXIV.	Pensacola as a Convention City	237
LXV.	Conclusions	237

* * * * *

Appendix

The Appendix contains 103 pages of tables and supporting data referred to throughout the body of the Report.

LIST OF PLATES

<u>Plate Number</u>	<u>Page</u>
<u>Plate I</u>	2
Map showing location of Pensacola with respect to center of Population and main points in eastern half of the United States.	
<u>Plate II</u>	3
Map showing the territory in the United States from which Pensacola draws its trade.	
<u>Plate III</u>	14
Climatological Diagrams showing:	
1. Normal Temperature Pensacola by Months.	
2. Normal Monthly Distribution Rainfall Pensacola.	
3. Normal Percentage Possible Sunshine Pensacola.	
<u>Plate IV</u>	15
Climatological Diagrams showing:	
1. Normal Precipitation and Departures Therefrom for Pensacola Years 1885 to 1926.	
2. Normal Temperatures and Departures Therefrom for Pensacola Years 1885 to 1926.	
<u>Plate V</u>	31
Map of Pensacola showing City Street Paving.	
<u>Plate VI</u>	56
Map showing Electric Power Lines in Escambia County.	
<u>Plate VII</u>	59
Map of Pensacola Showing Street Railways.	
<u>Plate VIII</u>	62
Map of Pensacola Showing Water Mains and Fire Districts.	
<u>Plate IX</u>	66
Map of Pensacola Showing Storm and Sanitary Sewers.	
<u>Plate X</u>	77
Map of Escambia County Showing Paved Highways.	
<u>Plate XI</u>	78
Map Showing Principal Highways Southeastern States.	

<u>Plate XII</u>	111
Map of Pensacola Showing Undeveloped and Possible Future Water Front Development, Piers, Wharves, Bulkheads, Yacht Basins, Bayou Chico, Port Warden Lines, etc. Available Water Front Areas for Industrial Development, etc. Proposed Re-arrangement of Frisco Railroad Tracks within City Limits.	
<u>Plate XIII</u>	116
Map Showing Location of Proposed City Owned Belt Line and Proposed Possible Entrance of Central of Georgia Railway, Mobile & Ohio Railway and the Southern Railway into the City of Pensacola.	
<u>Plate XIV</u>	141
Map Showing Origin of Imports and Tonnages at Pensacola Year 1921.	
<u>Plate XV</u>	142
Map Showing Origin and Amounts of Imports at Pensacola Year 1926.	
<u>Plate XVI</u>	143
Map Showing Destination and Amounts of Exports from Pensacola Year 1921.	
<u>Plate XVII</u>	144
Map Showing Destination and Amounts of Exports from Pensacola Year 1926.	
<u>Plate XVIII</u>	145
Map showing Origin and Amounts of Exports and Destination and Amounts of Imports Passing Through Pensacola in 1926. Also Showing Centers of Production Areas.	
<u>Plate XIX</u>	159
Table of Ocean Freight Rates from New Orleans and Other Gulf Ports.	
<u>Plate XX</u>	161
Table of Ocean Freight Rates from New Orleans and Other Gulf Ports, Continued.	
<u>Plate XXI</u>	163
Map of United States Showing Comparative Freight Rates Graphically.	

Plate XXII

164

Map of United States Showing Comparative Freight Rates Graphically (Continued).

Plate XXIII

Appendix Page 1

Table Showing Average and Extreme Weather Conditions Pensacola for Period 1879-1926.

Plate XXIV

Appendix Page 2

Table Showing Monthly and Annual Mean Temperature at Pensacola.

Plate XXV

Appendix Page 4

Table Showing Monthly and Annual Precipitation at Pensacola.

Plate XXVI

Appendix Page 13

Table Showing Birth and Death Rates.

Plate XXVII

Appendix Page 69

Table Showing Imports and Exports at Pensacola, 1912-1926.

Plate XXVIII

Appendix Page 73

Table Showing Origin of Imports Through Pensacola, 1926.

Plate XXIX

Appendix Page 75

Table Showing Destination of Imports Through Port of Pensacola, 1926.

Plate XXX

Appendix Page 76

Table Showing Imports and Exports at Pensacola.

Plate XXXI

Appendix Page 80

Table Showing Destination of Exports Through Port of Pensacola, 1913.

Plate XXXII

Appendix Page 82

Table Showing Destination of Exports Through Port of Pensacola, 1926.

Plate XXXIII

Appendix Page 83

Table Showing Domestic Shipments at Port of Pensacola, 1912-1926.

Plate XXXIV

Appendix Page 84

Table Showing Domestic Receipts at Port of Pensacola, 1912-1926.

FOREWORD

GENERAL

Every city which has an ambition to grow and develop and which has certain advantages to offer, must, of necessity, put itself before its prospective new residents or industries, as the case may be, in such a way as will compel their notice and stimulate their interest.

The Junior Chamber of Commerce and the Senior Chamber of Commerce of Pensacola realize that in order to best foster the development of their city, a complete economic survey and inventory should be taken. The Chambers of Commerce further realize that it is just as important to the prosperity and growth of their community to know which industries, agricultural crops, etc., can not prosper as to know which can.

All effort should be concentrated on the securing or developing of those which can be successful. With this end in view, the Chambers of Commerce have caused this survey to be made by a firm of engineers, who, by reason of their disinterested point of view, can set forth the advantages of Pensacola and its adjacent territory with unbiased judgment.

SCOPE OF SURVEY

Due to the unique position of Pensacola, which is located at once on a deep sea harbor, in a locality of many natural resources, in a climate attractive to tourists and surrounded by good agricultural lands, it is evident that Pensacola's development will follow along four main channels. Pensacola should develop first as a world port, second as an industrial city, third as an agricultural center and fourth as a tourist playground. The scope of this survey therefore will include the study and analysis of these four subjects.

Although admittedly the object of this survey is to present to the public the advantages of Pensacola as a seaport, an industrial city, an agricultural

section or a playground for the tourist, still it is of equal importance to all, whether interested from the point of view of industries, shipping or some other interests, to know all about Pensacola and its environs as regards general civic and living conditions. Each prospective new comer to Pensacola, whether individual or industry wishes to know, and should know what sort of living conditions will be met; whether the educational, religious, recreational and other facilities are such as will make for contentment, health and well-being; whether the civic conditions and general business conditions are such as will permit of prosperity for the individual as well as the organization; for an industrial organization cannot continue to prosper unless its employees are contented and individually well off. Therefore, we include in the scope of this survey a general inventory of Pensacola as regards general living, civic, governmental and business conditions.

The entire scope of this survey therefore must be summarized in two parts, as follows:

PART I.

General facts about Pensacola and environs.

PART II.

1. Port and Harbor Development.
2. Industrial Development.
3. Agricultural Development.
4. Tourist Trade.

METHOD EMPLOYED AND ORGANIZATION

When the Junior and Senior Chambers of Commerce decided upon the making of an unbiased economic survey, the two bodies appointed a joint Committee whose duty it was to study the question and recommend a firm of engineers, which when selected, would work independently of the Chambers of Commerce.

The firm of engineers retained was Parsons, Klapp, Brinckerhoff and Douglas, of New York City, who maintained a complete organization in the field gathering statistics and data. Every possible source of statistical information was completely canvassed and investigated. All available information was obtained from Federal Bureaus, U. S. War Department, Navy Department, Florida State Bureaus, County and City governmental bodies, State and local

Chambers of Commerce and many other such bodies. A complete canvass and investigation was made of all the individual industries, port facilities, etc. The railroads and Public Utilities co-operated with the engineers in every way and placed their entire information at their disposal. Personal investigation and inspection trips were made by the engineers through the adjacent counties and to all the seaport towns from Jacksonville around the Gulf to New Orleans.

The data, information and subsequent recommendations of the engineers regarding Future Port Development and Industrial Development are the result of first-hand information of the natural resources and conditions as found by them.

The fullest assistance was given the engineers by officials of the City, County, State, industries, railroads, public utilities, civic associations and by individuals. They particularly are indebted to the co-operation of the City Officials, the County Engineer, the County Agricultural Agent, the Traffic Officer of the Chamber of Commerce and the Gulf Power Company, all of whom gave freely of their time and knowledge. The latter company designated one of its industrial engineers to assist us in the survey.

ORGANIZATION

Industrial Survey Committee

Paul P. Stewart, Chairman

Frederick Gillmore, Treasurer

Thomas Johnson

William Johnson

Paul L. Pierce

John Burda

Frederick Gillmore, Jr.

* * *

Consulting Engineers

Parsons, Klapp, Brinckerhoff & Douglas

New York

St. Petersburg

PART I

GENERAL STATISTICS AND FACTS CONCERNING
PENSACOLA AND ENVIRONS WHICH HAVE A LIKE
BEARING UPON PENSACOLA AS A PORT, INDUS-
TRIALY, AGRICULTURALLY AND AS A TOURIST
COMMUNITY

PART I.

GENERAL STATISTICS AND FACTS CONCERNING PENSACOLA AND ENVIRONS WHICH HAVE A LIKE BEARING UPON PENSACOLA AS A PORT, INDUSTRIALLY, AGRICULTURALLY, AND AS A TOURIST COMMUNITY.

1. GEOGRAPHICAL

Pensacola, the largest city in West Florida, is located in the very western extremity of the State. The latitude of Pensacola is practically the same as that of Jacksonville. Pensacola is situated about 400 miles due west of Jacksonville and about 200 miles west of Tallahassee, the capital of the State. Escambia County, of which Pensacola is the County Seat, is the westernmost county of the State. Escambia County is bounded on the west by Perdido Bay and the Perdido River, which is the dividing line between the States of Florida and Alabama. It is also bounded on the north by the State of Alabama, on the east by Santa Rosa County and on the south by the Gulf of Mexico. Pensacola is situated about eight miles east of the Alabama State line and on the northwestern shores of Pensacola Bay, seven miles from the open waters of the Gulf.

The geographical location of Pensacola with respect to other important points in the United States is important. It has practically the same latitude as all of the famous Mississippi Gulf Coast Resorts; lies slightly south of Mobile, which is about 50 miles from Pensacola by road, and slightly north of New Orleans, which is about 246 miles from Pensacola. Chicago, the mid-west's chief city, and railroad center, is due north of Pensacola a distance of about 800 miles by air line and an average distance of about 900 miles by rail. Pensacola is the closest Gulf Coast city to Chicago.

The accompanying map, Plate I, shows the location of Pensacola with respect to the main points in the Mississippi Valley and the eastern section of the United States, and their respective air line distances.

It is of the greatest importance to note that Pensacola, a Gulf Coast city, is only 550 miles from the center of population of the entire United States,



PLATE I



PLATE II

which center of population is in the southwestern part of Indiana, close to the Illinois line. (See accompanying map, Plate I.) This city is therefore the closest seaport in the United States to the country's center of population.

The commercial geographical location of Pensacola is strategic from the following points of view: It lies within the latitude of the great winter garden truck and fruit producing belt. Being due south of Chicago it should serve as a coast outlet for the entire Mississippi Valley, which in the south produces great quantities of cotton, coal, steel, iron and many manufactured products and which, further north, produces large amounts of grain, beef and other important commodities.

The accompanying map, Plate II, shows geographically the area of the United States from which Pensacola draws commercially. This map has been prepared from statistics of rail and water carriers.

II. POPULATION

The first census of the State of Florida was taken in 1830 by the United States Government, and since that time up to the present date it has shown a very decided and steady increase. The White and Negro races, which comprise more than 99.9 per cent of the entire population, are very evenly distributed throughout the State. The geographical center of the State is near South Lake Weir, in Marion County, while the center of population is near the town of Oxford, in Sumter County, which town is located within six miles of South Lake Weir, the geographical center. The censuses presented herein that were taken by the State are for the years 1885, 1895, 1905, 1915 and 1925. All others were taken by the U. S. Government.

Escambia County shows an increase in population from the year 1830 to 1920 and a decrease in 1925, but due to the fact that the population of the City of Pensacola is more than one-half of the population of Escambia County, the decrease may readily be understood when we realize that Pensacola was one of the large Army and Navy bases during the World War, employing thousands of men in the ship yards, war supply plants, military stations, etc. Disregarding these abnormal activities, Escambia County has had a

steady increases in population, especially in the last few years. The rural districts are increasing more rapidly than before, there being 27.6 persons per square mile in 1925, compared to 16.0 persons per square mile in 1900.

The total population of the County in 1925 was 43,457, and from our investigation and check we believe the present total population of the County, as of June, 1927, to be slightly in excess of 50,000 people.

Pensacola proper, due to war-time activities, had a marked increase in population in 1920, but during normal conditions 1925 showed a decrease compared to 1920. Estimates based on accurate and independent sources show that Pensacola in the last few years has even excelled the period of abnormal activities. An estimate based on the number of telephones shows between 32,000 and 33,000, whereas an estimate based on the number of water and gas meters and the amount of water and gas consumed shows between 33,000 and 34,000 within the city limits. Figures just completed and prepared by a well known firm of census takers show that 32,634 people reside in the 9.75 square miles of city area, 3,000 west of Bayou Chico and on Bay Shore, 2,000 in East Pensacola Heights, 3,500 in West Pensacola and the Brownsville section and 500 in Goulding and north of the city line, giving a total of 41,634 residents within the confines of Greater Pensacola.

For detailed statistics concerning population, density, per cent of increase and division as to race and sex, see accompanying tables.

III. HISTORICAL SKETCH

Historically, Florida has had a variegated career. It has belonged to Spain four times, once to France, once to England, once to the Confederate States and three times to the United States. Pensacola has therefore been under five different flags in commemoration of which these five flags, topped by that of the United States, are flown daily from the flag staff in the Plaza in front of the City Hall.

Florida was discovered by Juan Ponce de Leon in 1513. Landing near what is now St. Augustine on Easter Sunday of that year, he took possession in the name of his king and called this new land "Florida" or "Feast of the Flowers." Sailing down the coast he attempted to land at various points, but the hostility of the Indians made it an impossibility. He returned to Spain and

POPULATION OF FLORIDA 1830 TO 1925

Census Year	Population	Number	Increase	Percent	White	Negro	Percent White	Density Per Sq. Mi.
1925	1,263,549	295,078		30.4	854,585	401,733	68.0	23.3
1920	968,470	46,852		0.5	638,153	*329,478	63.8	17.7
1915	921,618	168,999		22.5	559,787	360,394	60.4	16.7
1910	752,619	137,751		22.4	443,634	308,670	59.0	14.2
1905	614,902	86,326		16.3	348,923	265,737	56.8	11.6
1900	528,542	63,903		13.7	297,333	230,730	56.2	10.0
1895	464,639	73,217		16.1	271,561	193,039	58.4	8.8
1890	391,422	52,936		15.6	224,949	166,178	57.5	7.4
1885	338,406	68,993		25.6	191,185	147,221	56.8	6.4
1880	269,493	81,745		43.5	142,965	126,690	53.5	5.0
1870	187,748	47,324		33.7	90,057	91,688	51.2	3.4
1860	140,424	52,979		60.5	77,746	62,677	55.4	2.5
1850	87,445	32,968		60.5	47,203	40,242	53.9	1.5
1840	54,477	19,747		56.8	27,943	26,543	51.2	0.9
1830	34,730				18,385	16,345	52.9	0.7

NOTE: The census of 1885, 1895, 1905, 1915 and 1925 are State Census.
All others are United States Census.
The percentage of Whites is based upon all races other than Negro.
*Decrease.

POPULATION OF ESCAMBIA COUNTY BY SEX AND COLOR

Census Year	Male White	Female White	Total White	Male Negro	Female Negro	Total Negro	Total White & Negro	Increase or Decrease	Per-Cent
1925	14,892	15,072	29,964	5,747	6,684	12,431	43,457	-5,929	-12.0
1920	18,183	15,954	34,137	7,521	7,700	15,221	49,386	+8,269	+20.1
1915							41,117	+3,078	+ 8.0
1910	11,721	11,183	22,904	7,469	7,642	15,111	38,039	+5,656	+14.0
1905							32,383		
1900	8,519	7,865	16,384	5,890	6,035	11,925	28,313	+4,070	+14.0

POPULATION OF PENSACOLA BY SEX AND COLOR

1925	8,382	8,599	16,981	3,681	4,632	8,313	*25,305	-5,730	-18.4
1920							31,035		
1915									
1910	6,506	6,252	12,758	4,923	5,291	10,214	22,982		
1905									
1900	4,668	4,514	9,182	4,079	4,482	8,561	17,747		

NOTE: * Includes 11 of other races.

received a royal appointment as Adelantado of Florida. In 1521 he made another trip to Florida; this time he was wounded by the Indians whom he still found hostile. Shortly afterwards he died in Cuba.

Close upon the announcement in Europe of Ponce de Leon's discoveries many other explorers visited Florida. Among them were Vasquez de Ayllon, who in the years from 1520 to 1526 made frequent attempts upon the natives to obtain slaves, but made no attempt at colonization; Panfilo de Narvaez, who in the year 1528 made the first settlement in North America, near Pensacola, which was shortly afterwards wiped out; Hernando de Soto, who after two years of fruitless wandering around Florida was driven westward to the Mississippi by Indian attacks and fever.

On August 14, 1558, Tristan de Luna arrived with 1,500 soldiers and a company of priests and monks and formed a settlement on Pensacola Bay. This settlement was soon abandoned and the ships they had were lost in a hurricane.

In 1564, the French Huguenots built Fort Caroline on the St. Johns River. The following year a Spanish expedition, headed by Pedro Menendez de Avilez, took possession of the fort and murdered nearly all of the inhabitants. He left a garrison there and proceeded to what is now St. Augustine where he founded a settlement.

It was not until 1696 that a permanent settlement was established at Pensacola by the Spaniards. In 1719 the French captured this settlement and kept it for five years.

Thus it is seen that the very first settlement in North America was established across the bay from Pensacola. The first settlement at Pensacola proper was established in 1558, six years before the founding of what is now St. Augustine. However, with the abandonment of this settlement, there was a lapse of 128 years before the permanent establishment of the present city.

In 1763, by treaty, Spain conceded Florida, including Alabama and Mississippi, to Great Britain in exchange for Havana and the west part of

Cuba. That year a British engineer laid out Pensacola as a city, with right angle streets, making the squares 200 by 400 feet.

Don Bernardo Galvez, with a naval force under Admiral Solana, sailed from Havana in 1781 and blew up Fort Barrancas, restoring Pensacola to the Spanish flag. This they held until 1818 when General Andrew Jackson captured it for the United States. After this, Spain sold both East and West Florida to the United States for \$5,000,000.00.

Florida was admitted into the Union in 1845 and with the exception of the four years that it was part of the Southern Confederacy, has since been part of the United States.

A few days before Florida seceded the State troops seized Fort Barrancas and Fort McRae; but Fort Pickens on Santa Rosa Island, commanding the harbor of Pensacola, remained in Federal hands. Fort Pickens was reinforced by the Union Army and became their headquarters in this State.

Pensacola was thus blockaded. General Jones of the Confederate Army, who was stationed in Pensacola with 7,000 men, was ordered to evacuate the city and move to Mobile. The next day Federal troops took possession of Pensacola.

Since the close of the Civil War the history of Pensacola has been the history of the usual southern city, having reached its greatest prominence as an internationally known city by reason of its tremendous production and exportation of high-grade lumber and timber to foreign lands.

IV. CLIMATE

Pensacola is situated in Latitude 30° 25' North and Longitude 87° 13'. Its climate is typical of the region along the north Gulf Coast and is what is known as "warm temperate". The winters are mild and the heat of the summers is tempered by the breezes from the Gulf.

The records of the Weather Bureau at Pensacola show that on an average there are 15 days during the period from June to September upon which the temperature reaches 90° F. or higher. The average number of freezes during

the winter is seven. Only twice in the last 48 years has the temperature fallen below 14° F. The following tabulations show the extremes for the period 1879-1926:

MONTH	AVERAGE NUMBER OF DAYS	
	Max. Temp. 90° or above	Min. Temp. 32° or below
January	0	3
February	0	2
March	0	0
April	0	0
May	0	0
June	3	0
July	5	0
August	5	0
September	2	0
October	0	0
November	0	0
December	0	2
Year	<hr/> 15	<hr/> 7

The earliest killing frost in the records of the local Weather Bureau came on October 27th; the latest, on April 6th. The average date of the last killing frost is February 18th, and of the first in the fall is December 7th. This gives an average growing season of nine months and makes it possible to raise several crops a year on the same land.

The normal temperature during the summer months is 80° F., and the normal temperature during the period from December to February is 54° F. The normal temperature for the year is 67.7° F.

The rainfall is usually abundant, though occasionally a short drought is experienced during April or May. The heaviest rainfall as a rule occurs in July and August, the average precipitation for these months being 6.75 and 7.91 inches, respectively.

Days of extreme heat are usually followed by convectional thunder-showers. These are due to the following phenomena: the moist air from the Gulf becomes heated and rises; when it encounters the cooler atmosphere

above, the moisture condenses and thundershowers soon follow. These thundershowers are very often followed in a few hours by a temperature change of 20° or more.

The precipitation history of the section is one of extreme fluctuations. There have been monthly amounts exceeding 17 inches; on the other hand there have been months when the amount of rainfall was less than one-half inch. As a rule, the rainfall is fairly uniform, varying with the month of the year. Nearly half of the annual rainfall occurs from June to September; a less marked secondary period extends from December to March.

The rainy period is due to the convectional activities of summer, fully 75% of the rain falling during the day, mostly in the afternoon in the form of thundershowers. Towards night the clouds disappear and a nocturnal temperature of 68° to 70° follows.

The secondary rainy period is due chiefly to the extra-tropical disturbances as they sweep south and east across the country. During this period the day and night rains are more nearly distributed.

The average relative humidity at 7 A. M. is 81%; at noon 70% and at 7 P. M. 77%.

The annual average of clear days is 136. There are on the average 123 days that are partly cloudy, and 106 days that are cloudy. The percentage of possible sunshine for this section is 66%.

High winds may be expected on the coast during late summer and autumn as tropical disturbances move northward, but severe storms are of infrequent occurrence, and when they do occur they are of restricted area.

The hurricane of September 19-20, 1926, created nation wide interest. We feel that a full account of the seriousness of this storm should be brought out so that all who are interested in Pensacola and its surrounding country will know the truth about the worst storm that Pensacola has ever had.

This storm was the most severe storm that has visited this locality in the records of the Weather Bureau. The center of the hurricane passed

southwest of Pensacola—probably within 25 miles of the city. The lowest barometric pressure recorded was 28.56 inches. The wind increased steadily during the 19th, and reached hurricane force about 5 A. M. of the 20th, continuing about 17 hours. Between 7:30 A. M. and 11:37 A. M. of the 20th a rate of 100 miles or higher was maintained. The extreme wind velocity was 152 miles an hour for a period of 20 seconds; for a period of 5 minutes, the greatest velocity attained was 116 miles an hour. The average velocity for the day of the 20th was 76.2 miles an hour. Never before in this locality have hurricane winds been recorded for so long a time, and never has the wind maintained a velocity of 100 miles for more than an hour.

The water rose steadily in the face of northeast winds of hurricane force. The high stage of 9.4 feet above mean sea level has been accurately determined since the storm.

There was no destruction of buildings or unroofing by the force of the wind but the interior of many buildings suffered more or less damage from driving rains.

The high water entered the lower portion of the city but caused little damage to the buildings. It did however damage the docks and piers along the water front.

Several small vessels and barges were beached by dragging of anchors.

A large number of telephone and power poles and trees were blown over.

It is stated however by competent observers that within 30 days after the storm a casual visitor to the city would not know from outward appearance that it had ever occurred.

The important fact about this great storm as far as the desirability of Pensacola as a place in which to reside or invest one's money is concerned, is that with all of its severity and intensity, and in spite of the fact that it was the most severe storm recorded by the Weather Bureau for this locality, there was absolutely no loss of life and the property damage was not relatively large.

It is interesting to note that one of the leading engineering firms has prepared a chart showing the record of 402 storms of over 60 miles wind velocity; 202 of which occurred on the Great Lakes, 124 on the Atlantic Coast and 56 on the Gulf Coast. From 1819 to 1926 there have been recorded about 8 West Florida storms or about one in twelve years. The chart shows conclusively that the Gulf Coast has not had as many storms as the territory between New York and the Rocky Mountains, the proportion being 56 to 202 or a little more than one-fourth.

The prevailing winds for this section in the summer are southerly, and it is these that make for mild summers. The greatest heat in the summer comes with northerly winds; southerly winds off the Gulf of Mexico are never hot.

It is interesting to compare the climate of Pensacola with that of the east and west coast of South Florida and with that of Southern California.

The annual average percentage of sunshine for Pensacola is 66%; for Tampa, 66%; for Miami, 67%; for Los Angeles, 72%. Thus it is seen that Pensacola has the same proportion of sunny days as do these three great resort sections of the United States.

The normal temperature for the year for Pensacola is 67.7°; for Tampa, 71.9°; for Miami, 75.1°; for Los Angeles, 62.4°. Attention is invited to the fact that the normal temperature is nearly ideal, both for the permanent resident and the tourist.

The normal precipitation for Pensacola amounts to 56.25 inches; for Tampa, 49.37 inches; for Miami, 60.03 inches; for Los Angeles, 15.61 inches.

The accompanying diagram Plates III and IV, show Normal Temperature by Months, Normal Distribution of Rainfall, Normal Percentage of Possible Sunshine and Normal Precipitation and Departures Therefrom, respectively.

Complete statistics relative to the climatic conditions of Pensacola appear

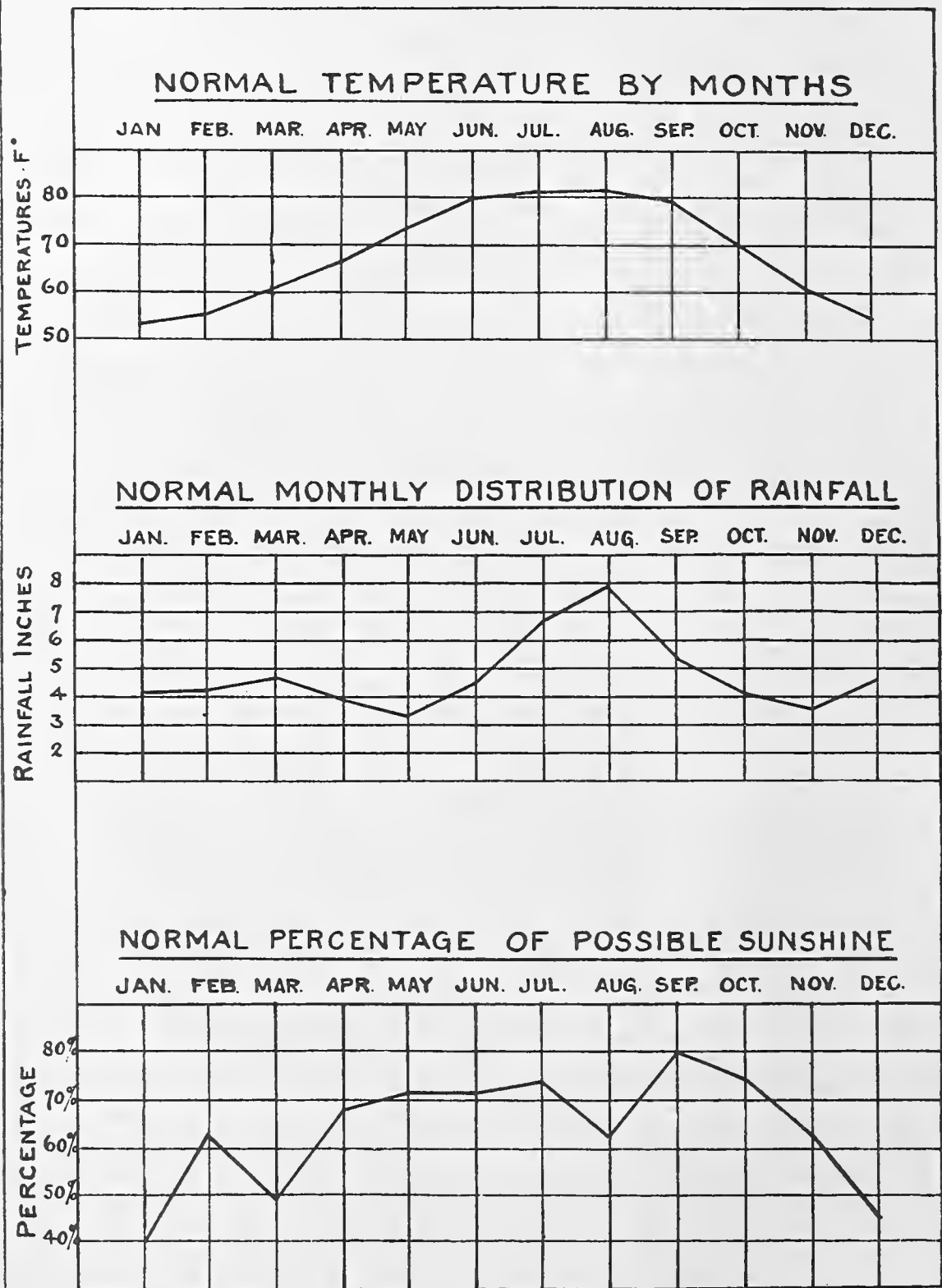


PLATE III

GRAPH OF NORMAL PRECIPITATION AND TEMPERATURES AND DEPARTURES THEREFROM.

1885 - 1926

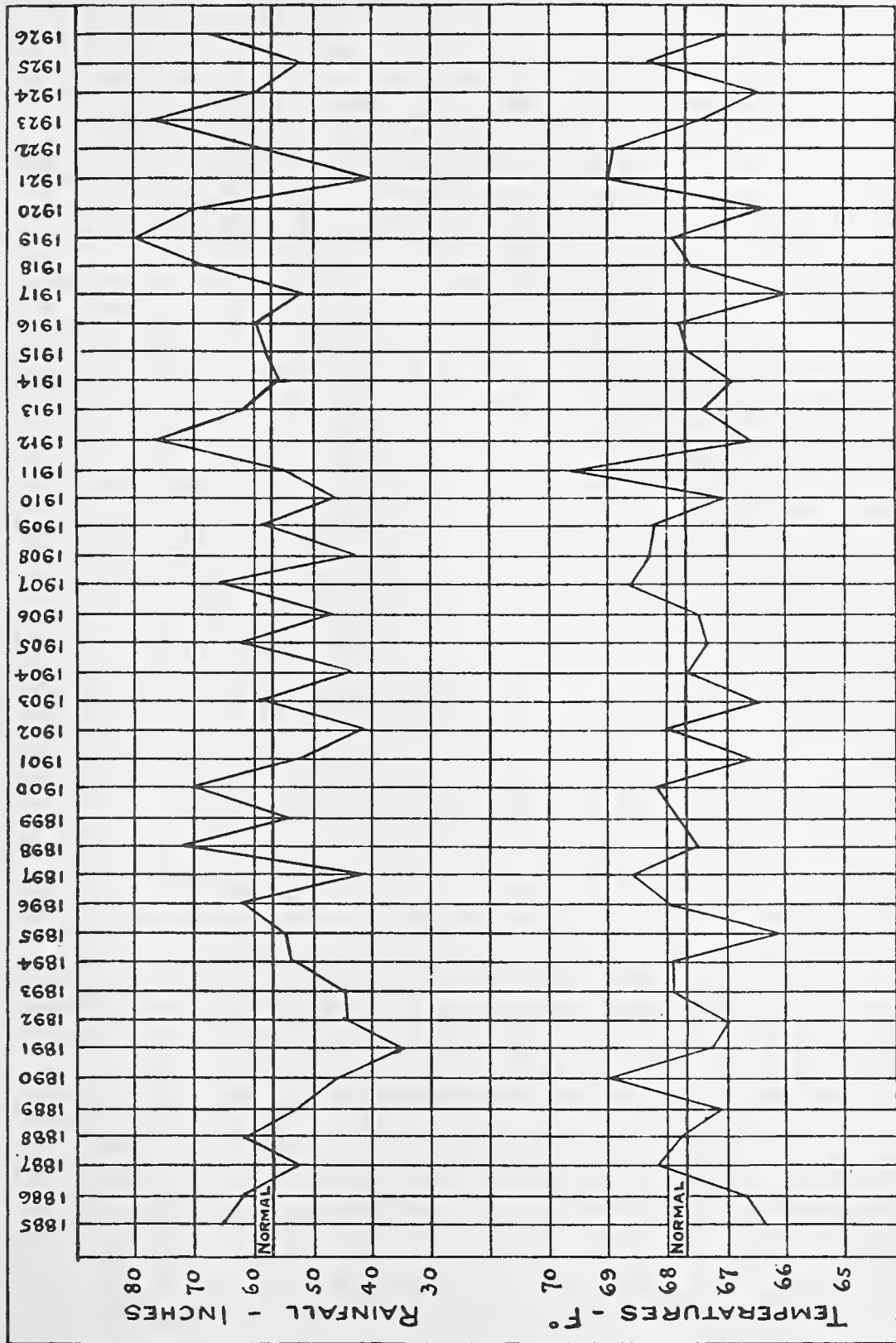


PLATE IV

in the Appendix hereto, as follows:

Page 1. Average and extreme Temperature, Humidity, Precipitation and Wind by Months from 1879 to 1926.

Page 2. Monthly and Annual Mean Temperature 1879-1926.

Page 3. Annual Killing Frost Data, 1880 to 1926.

Page 4. Total Monthly and Annual Precipitation from 1879 to 1926.

Page 5. Excessive Precipitation.

Page 6. Wind Movements by Months Average from 1918 to 1926.

Page 7. Wind Direction by Months Average from 1918 to 1926.

V. TOPOGRAPHICAL

The topography of Escambia County may be placed in two physiographic divisions, which, though not marked, are still recognizable. One of these consists of the territory enclosed by the waters of Escambia Bay, the Gulf of Mexico, Pensacola Bay and Perdido Bay, running inland about 20 miles. The general character of this section is level, though in some few places there are hills. The elevations of this section run from sea level to about 100 feet above sea level.

The remainder of the County is very hilly, the undulations of the land increasing as one goes north.

In the first division there are a few immature streams, but farther north one encounters rivers and larger streams which empty into the Escambia and Perdido Rivers. These two rivers form the east and west boundaries of the county respectively.

Pensacola, from the bay northward to the center of the business section, is fairly level. Northward one comes to a sharp ascent; at one place there is a rise of 35 feet in two city blocks. This rise continues until an elevation of about 75 feet is reached.

There are three fairly large hills in Pensacola. These are East Hill,

North Hill and West Hill. These hills not only make for a picturesqueness that is in sharp contrast to the topography of South Florida, but have pronounced utility in affording a quick runoff for rain water during storms.

The waterfront of Escambia Bay is characterized in many places by high bluffs. These bluffs attain as high an elevation as 70 feet. Though this will not appear to be a high waterfront elevation to anyone who is familiar with the Palisades and the coast of Maine, it is extremely high for the South and in marked contrast to the shore elevation of South Florida and the Mississippi Gulf Coast.

The waterfront of Pensacola has a series of indentations, forming a number of little bays and bayous. The water in the bay is deep, making it possible for steamers to come up to the docks under their own power. The harbor is landlocked, affording an excellent shelter for the vessels therein. Its proximity to the Gulf of Mexico makes for a very short sailing time from the harbor to the open sea.

There is a noticeable lack of swampy land in Pensacola and its environs. Because of this feature there are few mosquitoes and few of the unhealthy conditions that usually are an unavoidable concomitant of a swampy region.

VI HEALTH

The healthfulness of a locality depends chiefly upon its climate and topography, and in the case of a city, upon its sanitary and medical facilities. The details concerning the sanitary and medical facilities of Pensacola are brought out completely under Article VII of this report, and for the purpose of the present discussion, suffice it to say that both are adequate and conducive to the best of healthful conditions.

As shown in Article IV, the climate of the Gulf Coast is even and not given to wide variations in any way. It is beneficial to most people, chiefly because of the ability to remain out of doors practically all of the time. Cool evenings the year around are conducive to good sleep. Dr. William Porter, Ex-President of the "American Medical Editors Association," has summed up in a few words the healthfulness of this climate when he speaks of the

Gulf Coast climate by saying, "In this climate are found the proper conditions for rest with mental and physical reconstruction." This climate is not a cure-all for all diseases and ailments, as certain illnesses require higher altitude, etc. However, for the larger number it cannot be surpassed, as is shown by the results with many invalids who have come to this climate from other places and more especially from the North.

The topography is very hilly and partly covered by woods. Inland from the Gulf are many winding streams and rivers, while the coast is indented with numerous bays, lagoons, bayous and estuaries. The nature of the topography makes for healthfulness; first of all, because of the rapid drainage of surface water which eliminates bogs and swamps.

Dr. Charles L. LeRoux, in speaking before the American Climatological Association meeting held in Philadelphia on May 31st, 1887, says, "All over this section of the country the Gulf Coast is looked upon as the healthiest spot on earth and it has been a matter of great astonishment that no one has ever undertaken to write fully of its advantages."

VII. CIVIC CONSIDERATIONS (Social)

GENERAL

The general social and living conditions of any city or community is of vital importance to all individuals, businesses and industries, because upon these conditions depend the safety, healthfulness, happiness and contentment of all. Without these four factors one cannot be a willing resident of a community. Without these four factors, employers will find a scarcity of labor, and such as are available are undesirable and unproductive by reason of their non-contentment. We therefore have studied in detail all of the civic conditions in Pensacola which have a bearing on the general living conditions, and present herewith in detail the results of our investigation.

Summing up the pertinent facts, we feel that in general the social and living conditions in Pensacola and vicinity are such as will appeal to almost everyone. In certain points there is wide room for improvement. The city and the citizens of Pensacola realize wherein improvements are most needed, and from our observation, we believe that the program for the developing and

bettering of Pensacola's living conditions, which we consider as being already good, is moving ahead very rapidly.

RECREATIONAL FACILITIES

Pensacola offers many places of recreation and amusement, both for adults and children.

Throughout the city are found many parks, each covering at least an entire square block, which are planted in shade trees and flower gardens, and are equipped with water fountains. Most of these parks have tennis courts and children's playground apparatus.

On the east side of the city is Bayview Park which is owned and operated by the city. A pavilion completed last year has locker facilities for 150 bathers on the first floor and a dance floor on the second. The bathing beach and the free open-air moving pictures, which are shown two and three times a week, are well attended.

On the west side of the city is located Sanders Beach which is also a bathing beach, owned and operated by the city. A new pavilion, 84 feet by 125 feet, constructed at a cost of \$12,500.00, was opened July 4, 1927. This beach park also has a free open-air moving picture theatre seating 700 people.

The Gulf Beach, located on the open Gulf, may be reached by paved highway. On this beach there is a bath-house that will accommodate 200 bathers. It also has a dancing pavilion. Present plans call for making this beach a large resort and the construction of a large first-class hotel has been started.

The Pensacola Yacht Club, with a membership of 150, is a member of the Southern Yachting Association. The Club is very active, having sailing races every Sunday from April to November, cruises once each month and a long distance race to Camp Walton (42 miles) giving trophies for the following: sportsmanship, most points, consistency and fastest time. The Southern Marine race from New Orleans to Pensacola, a distance of 200 miles, and open to all yacht motor cruisers, is also an annual event. The Club is also a participant in the annual Lipton Fish-Class Trophy Race held by the Southern Yachting Association.

Pensacola has two golf clubs, the Pensacola Country Club having an 18 hole course, and the Osceola Country Club with a 9 hole course. Both of

these clubs have beautiful grounds and the courses are considered very sporty.

There are many tennis courts available, there being eight Public Courts and ten privately owned courts.

The Pensacola Baseball Club is a member of the Southeastern League.

The Pensacola Library Association, located on the third floor of the Blount Building, has 8,500 volumes. The city plans a bond issue of \$50,000.00 to be voted upon this fall for a new library building. This is a most desirable improvement.

The Saenger Theatre, seating 2,020 people, has a change of program three times weekly, showing first attractions only. During the winter season this theatre, which is one of the best in Florida, shows legitimate plays and Keith's vaudeville. The Isis Theatre, seating 688, has a daily change of program, showing moving pictures only.

Frequent band concerts are given in the parks, by special engagements with the many well known Florida bands.

Some of the finest fishing and hunting in the country is to be found in the waters and woods adjacent to Pensacola and Escambia County. These sports will be more fully discussed under Article LXI (Tourist Trade.)

The many sports provided here by nature, together with the abundant provision for recreation which the city has made, assure pleasure and healthful enjoyment alike to both young and old. The city has an extensive program for the development of its parks and playgrounds and the beautification of the city.

The Y. M. C. A. also offers varied recreation. Pensacola was the first point in Florida to have a Y. M. C. A., it being established in 1904. This organization owns their own building, which includes a dormitory accommodating 40 persons, gymnasium, locker room, billiard room and reading rooms. A salaried physical director is in charge at all times and the organization

maintains a summer camp, Camp Fred Scott, on Perdido Bay. The membership comprises 322 boys and 490 men.

The following table gives a list of the city-owned parks, playgrounds and beaches; the acreage, values, etc.:

PARK PROPERTIES

Real Estate Value—City Owned	\$449,000.00
Acreage of Parks	1912 — 35 Acres. 1921 — 73 Acres.
Amount spent for improvement during 1919	\$17,530.05
Amount spent for improvement during 1926	22,407.47
Amount spent for improvement during first 6 months of 1927	63,195.15

NAME OF PARKS

Plaza de Ferdinand VII	Havana Square
Maxent Park—Baseball Ground	Kuferian Park
Alabama Square	La Mucha Square
Andalusia Square	Toledo Square
Cataloma Square	Magnolia Bluff
Cordova Square	Malaga Park
Estramadua Square	Opporto Square
Spring Street Parkway	Palafox Parkway
Florida Square	Palmetto Beach
Garden Street Parkway	R. E. Lee Square
Georgia Square	Seville Square
Granada Square	Zamora Square

Bay View Park — City's Bathing Resort

Sanders Beach — City's Bathing Resort

FRATERNAL AND BENEVOLENT ORGANIZATIONS

The fraternal life of Pensacola is very complete. Here are represented practically all of the better known fraternal organizations of this country, and to one who makes much of his lodge and his associations derived therefrom, Pensacola will have a distinct appeal. The following organizations have chapters in Pensacola, and many of them notably the Elks, Masons, Knights of Pythias and the Knights of Columbus own their own lodge building.

FRATERNAL ORGANIZATIONS

1. Catholic Knights of America
2. Catholic Daughters of America
3. Benevolent and Protective Order of Elks
4. Independent Order of Odd Fellows
5. Daughters of Rebekah
6. Knights of Columbus
7. Knights of Pythias
8. Loyal Order of Moose
9. United Commercial Travelers
10. Woodmen of the World
11. Modern Woodmen of America
12. Modern Woodmen of the World
13. Masonic Organizations
 - 3—Blue Lodges
 - 1—Chapter
 - 1—Council
 - 1—Commandry
 - 1—Grotto
 - 1—Scottish Rite

Colored Organizations

G. U. O. O. F.

Knights of Pythias

Masonic (A. F. & A. M.)

There are a great many benevolent and patriotic organizations in Pensacola, most of which are active in charitable work and some of which are active socially and politically. The following is a complete list of such organizations:

BENEVOLENT AND PATRIOTIC ORGANIZATIONS

1. Grand Army of the Republic
2. United Confederate Veterans
3. Daughters of the Confederacy
4. American Legion
5. American Red Cross
6. Fireman's Veteran Association
7. Children's Home Society
8. St. Michael's Benevolent Association
9. Young Men's Christian Association
10. Spanish-American War Veterans
11. Pensacola Fishermen's Benevolent Association
12. Seamen's Benevolent Association

EDUCATION

PUBLIC SCHOOLS

In Florida all public schools are under the jurisdiction of the County Board of Public Instruction. City schools are under their control as well as rural schools. Any matters affecting new schools, curriculum, expenditures, etc., lie entirely within their hands.

Escambia County has 83 schools, 17 of which lie within the city limits of Pensacola. Of these 83 schools, 77 are elementary schools, 4 are high schools and 2 are junior high schools. The total number of pupils attending schools in the county is 9,343. Of these 7,105 are white and 2,238 are colored; 5,530 attend city schools and 3,813 attend rural schools.

Pensacola has 15 elementary schools, 5 of which are for colored children. It has two high schools, one for white and one for colored children. There are 144 teachers in the elementary schools of the city, 39 of whom teach in the schools for the colored children. There are 36 teachers in the high schools, 10 of whom teach in the colored high school.

Though at the present time there are no unoccupied desks in the schools, a \$225,000.00 bond issue was passed on June 27th to build two new schools and enlarge certain others. It appears to be the policy of the School Board to keep just ahead of requirements. For example, for the year 1926-1927, the sum of \$183,332.60 was spent in maintaining and constructing schools in the county. The Board of Public Instruction has set upon the sum of \$206,557.50 in their budget for the next year, as being necessary to take care of the increased number of new pupils. A copy of this budget will be found on page 8 of the Appendix.

It has not been found necessary to use a platoon system; so far the number of schools has been sufficient, and with the School Board building new schools as they are needed, there will undoubtedly always be adequate facilities to take care of the education of the children as long as the Board persists in its present policies.

For the most part the school buildings are in fairly good condition. There are six brick school buildings for the white children and one for the

colored children. The remainder of the school houses are of frame construction. About 75% of the white children are housed in fireproof and semi-fireproof structures; about 25% of the colored children are housed in semi-fireproof buildings. What few old frame structures are still being used should be replaced as soon as it can be done.

PAROCHIAL SCHOOLS

Pensacola has two Catholic Parochial Schools, the Sacred Heart Convent and the St. Michael School.

The Sacred Heart Convent has 120 pupils, 56 of which are boys and 64 girls. There are 4 grade teachers and 2 music teachers. Only the elementary grades are taught here, from the first grade to the eighth. Tuition charges are \$2.00 per month.

St. Michael's School has nearly 400 pupils the number of boys and girls being about equal. There are ten teachers, including one music teacher. The course of instruction takes the pupil from the kindergarten through four years of the high school. There is also a commercial school as well as some night classes. This school charges no tuition, being maintained by subscription.

BUSINESS SCHOOLS

Pensacola has one Business College, the Florida Business University. Included in its curriculum are shorthand, typewriting, elementary accounting, commercial law, business efficiency and salesmanship, spelling, commercial arithmetic and partial office practice. There are three instructors. The school has 86 pupils, 75 girls and 11 boys. Of these 9 attend Night School, which is held three times a week. The tuition varies from \$16.00 per month to \$135.00 per scholarship.

CHURCHES AND RELIGIOUS LIFE

Pensacola has churches of practically all denominations and any person visiting or moving to the city should not find it difficult to attend a church of his or her own faith or creed.

There are 57 churches in the city in all, many of which are large and beautiful. The activities of the many intra-church clubs, auxiliaries, etc., at

once make for increased social as well as religious life. A newcomer to Pensacola need feel no concern as to the welcome they will find in the church circles. The following is a complete list of the churches located in Pensacola:

CHURCHES—WHITE

BAPTIST

Calvary
East Hill
First
West Hill

CATHOLIC

St. Joseph's
St. Michael's
St. Stephen's
Sacred Heart

CHRISTIAN

Church of Christ, N. Alcaniz St.
Church of Christ, W. LaRue St.
First

CHRISTIAN SCIENCE

First Church of Christ

EPISCOPAL

St. Katherine's
Christ Church

PRESBYTERIAN

First
Knox

METHODIST

First
Gadsden Street
Richards Memorial
St. Paul's

LUTHERAN

Norwegian Seaman's Church
Immanuel's German English

HEBREW

Temple Beth-El
B'nai Israel

MISCELLANEOUS

Greek Orthodox
Love's Chapel
Nazarine
Pentecostal Assembly
Salvation Army
Seamen's Mission
Volunteers of America
Seventh Day Adventist
First Universalist

CHURCHES—COLORED

BAPTIST

Antioch
Commissionary
Church of Christ
Liberty
Morning Star
Mt. Olive
Mt. Zion
St. James
St. John's Divine
Sixth Avenue
Sunlight
Trinity
Union
Zion Hope Primitive
John the Baptist

METHODIST

Allen's Chapel
Bethel
Big Zion
Edward's Chapel
First C. M. E.
Houser Chapel
Mt. Moriah
St. Paul's

SEVENTH DAY ADVENTIST

Second
Holiness

EPISCOPAL

St. Cyprian's

HOSPITAL AND MEDICAL FACILITIES

The hospital and medical facilities of Pensacola are exceptionally good and are considered far better than average for a city of this size.

There is one large hospital and several smaller institutions more fully discussed hereafter. The hospital is a private institution and has an average of about 60 patients daily, while it is equipped to take care of about 125. This shows that there is no lack of facilities in this respect. There is no municipal hospital or clinic, and no public funds are available or necessary at this time. The one thing that Pensacola does need in this connection, however, is an isolation hospital for contagious diseases, there being no institution of that nature in the city at the present time.

There are over 50 physicians, surgeons and doctors practicing in Pensacola, of whom 40 are physicians and surgeons, the remainder being osteopaths, chiropractors, etc. There are 16 practicing dentists and a large number of graduate nurses.

The Pensacola Hospital was established in 1915 under the direction of the Daughters of Charity of Saint Vincent de Paul, Emmitsburg, Maryland.

It is ideally located on North 12th Avenue between De Soto and Gonzales Streets, occupying the entire block, with eight acres of ground around it. It is situated on the highest point in the city and overlooks Pensacola Bay.

The hospital is a beautiful building of stone construction costing \$300,000.00 and containing 108 adult beds and 17 infant beds in the nursery. It affords every convenience for the best medical, surgical, obstetrical and nursing care of patients.

In January, 1927, the hospital was fully approved and graded Class "A" by the American College of Surgeons.

Although the hospital receives no city, county or state aid, there were 300 patients taken care of free of charge last year, by aid of the Kiwanis Clinic, Social Club, Volunteers of America and the Florida Home of Friendless Children.

A school of nursing was established in 1915 and registered in the same year. The school offers to its students a three-year course of instruction which will meet the desires of those who are aiming for high professional training in the practice and theory of nursing. The nurses maintain a Registry Association.

The Naval Hospital, located at the Naval Air Station, is maintained by the United States Navy for men in government service .

The Children's Home Society is a branch of The Children's Home Society of Florida, with headquarters in Jacksonville. During the year 1926, 127 children were aided by the home in Pensacola, there being 34 in the home on June 15th.

The children are kept until a home is found for them or until they become 16 years of age. A child put into a private home is visited every 60 days by the matron for a period of a year and at the end of the year the adopter may return the child if not satisfied.

There are also the Widows' and Orphans' Home, the Escambia Emergency Home, the Women's Home and the Viola Edwards Home (Colored).

It is of interest to note that none of the hospitals or medical institutions are filled to within 80% of capacity, indicating, with the single exception of an isolation hospital, that the needs of the sick, aged, infirm, widows and orphans are well taken care of in this community.

For a complete list of the above institutions see Appendix, Page 9.

SANITATION

Pensacola maintains a Board of Health which functions directly under the State Board of Health and the City Commission. Rigid adherence to the State Sanitary Code is maintained and many special ordinances have been passed regarding inspection of milk, meats and foods. Sanitary inspectors are employed and paid by the municipality. Their duty is to inspect food stuffs, garbage and refuse, and general health conditions.

Pensacola is well provided with sanitary sewers, two lines of cast iron pipe conveying the sewage into the bay. One 20 inch pipe line extends 3,000 feet from the shore line and the other, a 24 inch pipe line, extends 2,700 feet into the bay. Not all the streets within the city limits are supplied with sanitary sewers and consequently many outside privies exist. However, these are rigidly inspected and are rapidly being done away with as the Sanitary Sewer System is being extended. Many sections of the city are already supplied with storm water drainage and a policy of expansion of storm sewers is under way. For complete data on Sanitary and Storm Sewers see Article XI.

The collection of garbage is let by contract and is hauled out to the city limits and burned. The Health Department is trying to obtain a new incinerator which will cost approximately \$50,000.00. This garbage collection is made daily in the heart of the city and every other day in the residential district.

The streets and alleys are cleaned and swept by the city department.

No dairies are allowed within the city limits and all milk coming into the city of Pensacola must be tested. All cows are tested for tuberculosis.

There is an ordinance regulating slaughter-houses, the slaughter of ani-

mals, sale of meats, preparation of meat-food products and the inspection of meat and of meat-food products in the City of Pensacola.

While the city has very few mosquitoes, the Health Department maintains a perpetual campaign against them by burning all brush, draining all surface water and spraying. The eradication of ants is also a function of the Board of Health. Not enough attention is paid, however, to the cutting down of rag weed which grows profusely in most vacant lots and causes much hay fever. There is also an unsightly accumulation of rubbish in certain lots which should be removed.

The water supply system of Pensacola is one of the best in the State of Florida and equal to any in the United States, being ample in capacity and 99.9% pure.

It will not be amiss to sum up the sanitary conditions of the city by saying that they are well taken care of, and that with the expansion of the sanitary and storm sewers to take in the outlying areas as fast as they become built up, the sanitary conditions of Pensacola will be of the best.

CITY STREETS AND PAVING

Pensacola has approximately 42 miles of paved streets, and with what is now under construction and proposed, this figure should increase considerably within the next few years. In the 42 miles there are four types of paving as follows: 19.0 miles of concrete, 13.9 miles of brick, 7.5 miles of wooden blocks, and 1.6 miles of asphalt. The concrete pavement has been found to be much more satisfactory and all the work now under construction is of that type. The wood block type has been very unsatisfactory due to swelling of blocks and consequent irregularities and bumps following hard rains. These pavements are fast being replaced with the best type of concrete pavements.

Quite a number of the streets have double drives with parkways in the center. These parkways, planted with flowers, shrubbery and shade trees, are well taken care of by the city.

Although slightly less than 25% of the total mileage of streets within the city limits are paved at the present time, still all sections of the city may

be reached by paved arteries and all streets connecting the main county highways are paved. The streets which are not paved are for the most part gravel or sand clay roads. These streets are fairly well kept up in the poorer sections of the city and well kept up in the better residential districts. They are in sharp contrast to the utterly impassable unpaved streets in South Florida where nothing but sand is found.

The following map Plate V, shows in detail the layout of all paved streets within the city.

POLICE PROTECTION

The police department of the city comes directly under the Commissioner of Fire and Police. An adequate force is kept properly to protect both life and property, and in comparison to the size of Pensacola, the police records show relatively few serious criminal offences, with a relatively large number of apprehensions and convictions. The city jail is modern in every way and well provided in sanitation. The Department consists of:

- 1 Chief
- 1 Assistant Chief
- 2 Captains
- 1 Clerk
- 3 Desk Sergeants
- 3 Turnkeys
- 3 Mounted Officers
- 3 Traffic Officers
- 3 Motorcycle Officers
- 13 Patrolmen
- 4 Special Officers (Plain Clothes Men)
- 1 Automobile Brake Inspector
- 1. License Inspector
- 1 Patrol Wagon

See Appendix Page 10.

FIRE PROTECTION

The Pensacola Fire Department, with its well trained personnel and modern motorized equipment, offers the very best of fire protection to home and industry.

The Personnel consists of

- 1 Chief
- 1 Assistant Chief
- 1 Second Assistant Chief
- 12 Captains
- 40 Firemen



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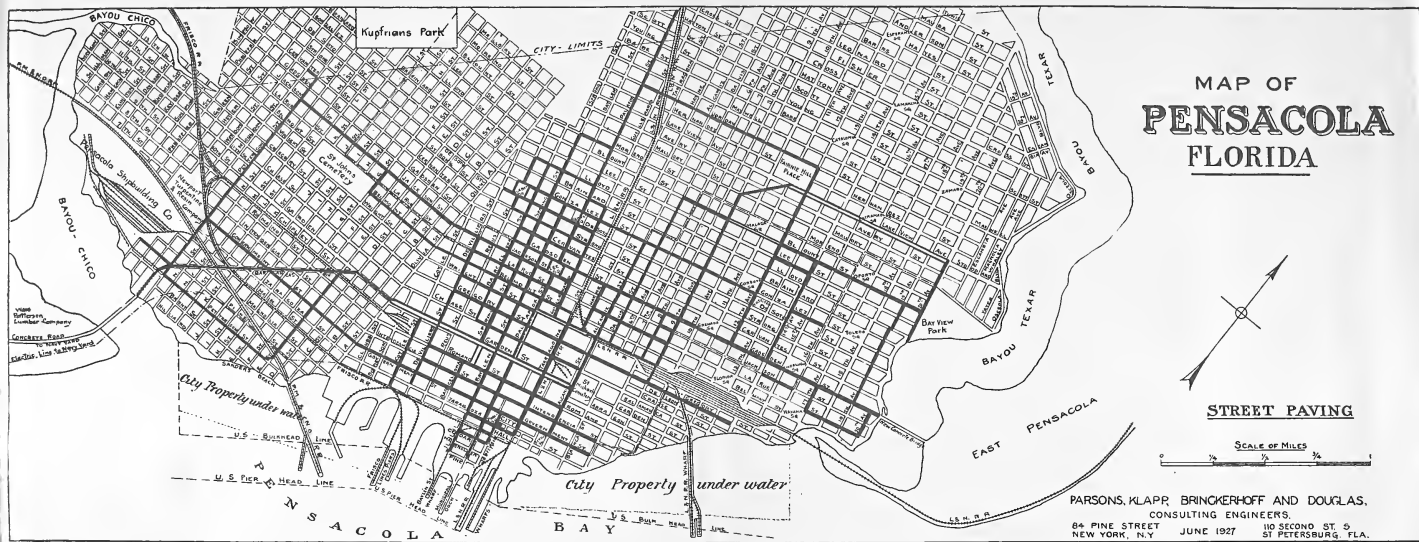
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The equipment consists of one 1,000 gallon new American-La France Pumper, put into service in June, 1927; one 750 gallon pumper; one 75 foot aerial ladder equipment; four combination hose and chemical trucks; and one city service truck. There are five stations and forty-six alarm boxes well located within the city limits.

The efficiency of the department is well brought out by the fact that there has never been a death in Pensacola on account of fire, and since 1900 there have been recorded only ten injuries. The total present investment of the Fire Department is \$173,600.00. See Appendix Page 10.

HOUSING CONDITIONS

There are only a few houses and apartments for rent in Pensacola. These few consist of several large houses, which are old residences out of repair and out of date in regard to convenience, and a small number of converted apartments. The demand for modern homes for rent is large and with the coming of new industries the opportunity for the home builder and developer will increase materially. At present, most of the houses for rent or sale are such as would appeal to the working class only.

A twenty-four apartment house is being erected on East Hill, on the banks of Bayou Texar at the East Pensacola Bridge, which when completed, will be the first modern apartment building in the city. There is a great demand for up to date apartments in the center of the city and this demand is increasing daily with the arrival of the constantly augmented personnel for the Naval Air Station and the railroads.

Regular licensed boarding and lodging houses number about 70 and have few vacancies. Some good separate rooms in the better class residences are being rented.

Rents are very reasonable and do not vary to any great extent with the seasons. For detailed prices of rentals see Page 69.

Since January 1, 1927, there have been built in Pensacola about 125 new dwellings and residences, costing from \$2,500.00 to \$30,000.00 and all are

being occupied as soon as completed. It is significant, that while the building program has kept pace with the absolute needs, a surplus has not yet been reached, thereby increasing the attractiveness of building for investment.

BUILDING CONDITIONS

Building and construction conditions are good in Pensacola at present, and will be for some time to come. There is a demand for good living quarters, houses and apartments, and this requirement is constantly growing.

Building materials are low in price, and labor, both skilled and unskilled, is plentiful at a reasonable wage, with no union or labor trouble.

TRAFFIC CONDITIONS

The traffic conditions, both from point of convenience and danger to life, are serious in all cities and Pensacola is no exception. Automobile statistics show that throughout the United States there is an average of about one automobile for every five people. Pensacola and Escambia County have about 7,000 cars, which just about supports this ratio, being slightly more than one car for every six people.

Pensacola has many narrow streets which, together with the hills, call for careful driving. The business district during the day and on Saturday nights is quite congested and here again, narrow cross streets increase the traffic difficulties. At such times it is difficult, if not impossible, to find parking space. There are no one-way routings, which fact serves to increase congestion. Automatic traffic signals are operated in the business district on South Palafox Street and serve to minimize traffic congestion. What the city needs most in this line is a careful survey of traffic conditions and zoning. Proper zoning and routing of traffic now, while the city is relatively small, will obviate many difficulties when the city has grown to twice its size, or larger.

COST OF LIVING

The cost of living in the city of Pensacola is low. The reasons for this are as follows:

Local poultry and eggs are good, cheap, and completely supply the market. Cold storage poultry and eggs are unknown. In June, 1926, eggs were

selling as low as \$.20 per dozen and hens for \$.30 per pound.

Meats and meat products are lower than in most cities on account of the accessibility to the packing house centers and the competition of locally killed beef and pork.

Fish, oysters, shrimp, crabs, etc., are caught in the surrounding bays and Gulf and consequently are cheap and very good.

Vegetables and fruits of very fine quality and great variety are received in abundance from the immediate surrounding country.

Sugar and bananas are imported, some direct, but mostly through Mobile, nearby.

Breadstuffs are high. Other food commodities, canned goods, etc, average favorably with other cities.

Clothing is around the general average of Southern cities.

Rents are low.

Fuel in Pensacola is average in cost, but due to the warm climate, the fuel consumption is very low, thereby materially reducing the general cost of living. Bituminous coal is mined close by and the price of \$10.00 per ton for domestic consumption is slightly lower than the average for the entire country which is \$10.15.

Gas retails at \$2.00, which seems high but is an average for the eighteen Florida cities which have gas service. Of the eighteen, 50% have a \$2.00 rate, 25% have a slightly higher rate and 25% a slightly lower. The \$2.00 rate does not compare favorably with a great many of the same sized cities outside of the State.

Wood, cut in stove sizes, sells for \$16.00 to \$18.00 per cord.

Electricity for lighting purposes is high, but the rate for power and heat is very reasonable. There is an attractive combination rate for domestic light, cooking and refrigeration.

Furniture and miscellaneous articles vary, but average well with other comparable cities.

The cost of living index for Pensacola, including food, clothing, fuel and light, house furnishing and miscellaneous expenditures, based upon 1914 as "100" is "163.3". The average for the United States is "172.6". Below is given Pensacola's index with comparison with other United States cities:

PENSACOLA	. . . . .	163.3
MOBILE	. . . . .	168.1
JACKSONVILLE	. . . . .	181.3
LOS ANGELES	. . . . .	172.2
HOUSTON	. . . . .	170.6
CHICAGO	. . . . .	179.0
NEW YORK CITY	. . . . .	180.0
PHILADELPHIA	. . . . .	182.3
PORTLAND	. . . . .	155.1
SAVANNAH	. . . . .	160.6
SAN FRANCISCO	. . . . .	161.7

A table of complete data on cost of foodstuffs and fuel, is given on Pages 11 and 12 of the Appendix.

VITAL STATISTICS

There are only twenty-nine states that report their birth and death rates to the U. S. Census Bureau. These states have been designated as the registration area, and all of the comparative government vital statistics are based upon this registration area. It is surprising to learn that, in spite of the admitted healthfulness of its climate, Florida has the highest birth and death rate of the entire twenty-nine states that are in the registration area.

There are six reporting cities in the state of Florida; Jacksonville, Key West, Miami, Pensacola, St. Petersburg and Tampa. Of these six Florida cities for the year 1926, Pensacola had the lowest birth rate per thousand (21.6) with the single exception of St. Petersburg. Two of the six cities, Jacksonville and Key West, have higher death rates than Pensacola, both having a rate of 16.5, as against a rate of 16.0 for Pensacola. Tampa has the same death rate as Pensacola, while Miami has the lowest death rate which is 13.4.

Florida's healthful climate does not seem compatible with these statistics.

Our investigations explain this high death rate as follows:

Because of the general healthfulness of the State, and because of its equable and agreeable climate, there is a constant migration of aged and valetudinary people into the State. Many of these people, at best, have but a short life expectancy. Their deaths naturally are reported in the Florida statistics and help to swell them.

Statistics concerning transients or people of short residence are extremely hard to compile. Never-the-less, it has been ascertained that in 1926, in St. Petersburg, 45 % of the total deaths reported were deaths of people who had resided less than six months in that city.

It is perhaps significant to note that the city having the highest death rate in the country—a rate of 50.8 for each 1,000 inhabitants—is Rochester, Minn. Rochester is known by everyone as the home of the Mayo Brothers' clinic, the last resort of many an invalid. In spite of this high death rate one doesn't think of Rochester as a particularly unhealthy place in which to live. The two facts are entirely reconcilable.

The high infant mortality rate among the colored people also plays a material part in the high death rate reported by Pensacola.

On the following page is given a table showing comparative statistics for the principal cities in Florida.

It is not entirely fair to Pensacola to report these statistics without an explanation. It is true that in many states where the population is small and scattered, many deaths occur, which, owing to the sparsely settled conditions of the rural sections, are possibly not reported. For example, Arizona reports a death rate of 12.5, yet the only two cities in Arizona reporting are Phoenix and Tucson, which show death rates of 28.9 and 33.6 respectively.

On Pages 14 and 15 of the Appendix will be found a more extended classification of the vital statistics for Pensacola for the years 1917-1925. At this time it has not yet been possible to include the year 1926.

TABLE SHOWING COMPARATIVE VITAL STATISTICS
FOR THE PRINCIPAL CITIES IN FLORIDA

CITY	NUMBER — 1926			RATE PER 1,000 POPULATION				Deaths under 1 year per 1,000 births	
	Births	Deaths		Births		Deaths		1926	1925
		All Ages	Under 1 Year	1926	1925	1926	1925		
Jacksonville	3,168	2,258	263	23.1	18.6	16.5	14.3	83.0	77.7
Key West	371	226	31	27.1	23.2	16.5	15.2	83.6	94.3
Miami	3,381	1,730	299	26.2	34.9	13.4	20.0	88.4	99.1
St. Petersburg	1,036	679	56	21.4	29.6	14.0	24.3	54.1	81.9
Tampa	2,776	1,632	239	27.2	23.8	16.0	13.4	86.1	76.8
Pensacola	707	521	80	21.6*	27.4	16.0*	18.5	113.2	119.6
FLORIDA	34,798	20,090	2,609	26.4	23.3	15.3	13.3	75.0	74.2

*The Department of Commerce was unable to give the rates per 1,000 inhabitants for 1926, since they had no estimate of the population of Pensacola. These figures are based on the census just taken, showing a population of 32,634.

A record of the birth and death rate of the twenty-nine states in the registration area may be found on Page 13 of the Appendix.

It is interesting to compare the statistics for the white people with those for the colored people. The birth rate of the white people is almost twice that of the colored people. The death rate of the colored people is much higher than that of the white people. The infant mortality rate of the colored people is over twice that of the white people.

The chief cause of death among both whites and negroes is pneumonia. It is extremely interesting to note that while typhoid is second in fatality to the whites, the negroes seem to be immune from it. Tuberculosis also causes a very large percentage of deaths.

VIII. CIVIC CONSIDERATIONS (Commercial and Industrial)

GENERAL

The civic considerations which have a bearing upon the commercial and industrial life and welfare of the city are of great importance to the business man or industrialist who is already located in Pensacola, because of the necessity of knowing wherein lies the city's strength and weakness and to the prospective business man because of his desire to know beforehand what he may expect. We therefore point out hereinafter certain salient features which have a distinct bearing upon the prosperity of the city's future.

CIVIC ORGANIZATIONS

Pensacola has seven civic organizations which are active in the sponsoring of movements for the betterment of the city. These organizations have done much towards the bringing of new railroads and new industries to their community and are doing much in the developing of new markets and wider fields for their present industries. These organizations take a keen interest in policies of expansion, rural development, highway and transportation, and general civic affairs.

Chief of these organizations are the Senior Chamber of Commerce and Junior Chamber of Commerce, wherein a corps of workers are at all times accumulating and distributing data concerning their city.

These seven organizations above referred to are as follows:

Senior Chamber of Commerce
Junior Chamber of Commerce
Rotary Club
Kiwanis Club
Civitan Club
Progress Club
Pensacola Realty Board

HOTELS

Pensacola possesses one of the finest hotels on the Gulf Coast. The San Carlos Hotel is located on the corner of Palafox and Garden Streets. This structure has five hundred rooms, of which three hundred and eighty-five are furnished. Every room has a shower and tub, circulating ice water, ceiling fan and phone. With its large ball-room and spacious dining rooms and grill, this hotel is well prepared to take care of conventions, banquets and luncheons, as well as the tourist and the commercial traveler.

In addition to the one first-class hotel, there are several smaller, second and third-class hotels.

There is also a first-class hotel under construction at the Gulf Beach which can easily be reached by paved highway. This will be a year-round hotel and will be particularly attractive to summer and winter visitors.

The table on the following page gives complete information regarding all existing hotels:

UNITED STATES POST OFFICE RECEIPTS

Pensacola has excellent Post Office equipment and employs a working force of forty-five people. In addition to the large main Post Office and Custom House in the center of the city, there is a branch Post Office at the Naval Air Station.

Delivery and collections are made three times daily in the business section and twice per day in the residential section.

Following is a table of the Postal Receipts for the last ten years and the year 1926 by months. With exception of the war and immediate post-war

HOTEL INFORMATION

HOTEL	ROOMS	ROOMS WITH BATH & RATE	ROOMS WITHOUT BATH & RATE	DINING ROOM	PLAN	BUS FROM DEPOT
San Carlos	500	500 \$2.00 to \$6.00	0	Dining Room & Grill	Eurp.	Yes
Merchants	39	8 \$2.00 "S" \$3.00 "D"	31 \$1.50 "S" 2.50 "D"	None	Eurp.	Yes
Manhattan	43	10 \$2.00	33 \$1.50	None	Eurp.	No
Palafox	12	1 \$2.50	11 \$1.00 "S" 2.50 "D"	Yes	Amer. & Eurp.	No.
Plaza	26	0	26 \$1.00 "S" 1.50 "D"	None	Eurp.	No
Terminal	42	0	42 \$1.00 Up	None	Eurp.	No
Vendome	12	0	12 \$1.00	Yes	Amer. & Eurp.	No.
Alberta	17	0	17 \$1.00 Up	Yes	Amer. & Eurp.	No.

records, a steady and healthy increase in receipts points to a definite growth in the city, both as to population and business.

PENSACOLA POSTAL RECEIPTS BY YEARS 1917 — 1926

Year	Amount
1917	\$ 88,432.31
1918	134,432.35*
1919	117,750.88
1920	101,966.14
1921	94,123.26
1922	97,533.08
1923	112,237.56
1924	114,597.25
1925	128,960.88
1926	143,575.74

*Includes War Tax Postage of 3c estimated by Post Office Department at 17%.

PENSACOLA POSTAL RECEIPTS BY MONTHS 1926

Month	Amount
January	\$14,945.94
February	11,241.69
March	11,198.41
April	12,735.38
May	10,175.84
June	9,817.71
July	12,658.81
August	12,711.47
September	9,572.00
October	10,949.00
November	10,923.70
December	16,645.78

CUSTOM HOUSE RECEIPTS

Despite the fact that Pensacola Harbor surpasses all other Gulf Coast harbors in regard to natural depth, desirability of location and shortness of distance to the open Gulf, its custom house receipts are relatively very small, being surpassed by New Orleans, Mobile, Tampa and Jacksonville. This is due largely to the fact that heretofore the annual export business of Pensa-

cola has exceeded the import business by from 400% to 1,200%. It has also been due to lack of railroad competition in and out of the port. This condition will undoubtedly be rapidly changed by the advent of the Frisco Railroad System into the Port of Pensacola. The total Custom House Receipts for the years 1920 to 1927 are shown as follow :

LOCAL CUSTOM HOUSE RECEIPTS

Year	Amount
1920	\$ 29,162.15
1921	16,693.15
1922	255,638.03*
1923	118,376.76
1924	81,134.73
1925	73,443.83
1926	56,702.75
1927	28,567.87**

*NOTE—It is interesting to note that in 1922 one shipment of whale oil alone amounted to over two hundred eleven thousand dollars.

**NOTE—The amount given for the year 1927 includes from January to May only, inclusive.

BUILDING PERMITS

The Building Department of the city issued from January 1st to July 1st of 1927, building permits amounting to \$649,550.00. These permits covered alterations, repairs, new commercial buildings, 125 new residences and 1 large apartment house.

The Building Department states that the amount of these permits is 25% under the real cost and several operations that have been surveyed and examined bear out this statement. This would put the City Building Department's total for the first six months of 1927 at \$811,937.00.

An extensive amount of work is being done in and around Pensacola that is not included in the City Building Department's permits; mainly, the work being done by the Navy, the Army, the railroads, docks and some private corporation work.

The Navy has contracts and work has commenced on two contracts for hangars, seawalls, etc. amounting to \$446,500.00.

The Louisville & Nashville Railroad Company is rebuilding its bridge over Escambia Bay and a coal tipple at a cost of over a Million Dollars.

The Frisco Railroad has spent this year to date on docks, buildings, tipple, etc., an approximate amount of \$750,000.00, which is only a start on their contemplated program. Their intentions are to erect, in the latest type of construction, cotton compresses, cotton storage, grain elevators, etc.

The Newport Company, manufacturers of wood turpentine, rosin and oils, is doubling the size of its original plant at a cost of close to a half Million Dollars.

Dock repairs and new docks are underway, costing about \$100,000.00.

Adding all of the above work together, we get a grand total of \$3,404,061.00 for the work completed and started during the first six months of the year 1927.

In addition to the above, the Navy is clearing and grading the new land-flying field recently donated by Escambia County, and is getting ready to build hangars, sheds, tanks, etc.

The following tables show the building permits and increases or decreases in per cent from 1917 to 1927:

Year	Amount	Percentage	Increase or Decrease
1917	\$ 175,625.00		
1918	434,096.00	147 %	Increase
1919	1,097,366.00	153 %	Increase
1920	600,000.00	45 %	Decrease
1921	1,016,000.00	70 %	Increase
1922	500,000.00	51 %	Decrease
1923	850,000.00	70 %	Increase
1924	900,000.00	6 %	Increase
1925	1,400,000.00	55 %	Increase
1926	3,000,000.00	115 %	Increase
1927	649,550.00	(6 Months)	

The following table shows the total cost of building operations, including work done by Navy, Army, Railroads, Docks, etc., added to the Building Department permits:

Year	Amount	Percent	Increase or Decrease
1917	\$1,393,846.00		
1918	819,182.00	41 %	Decrease
1919	2,442,682.00	198 %	Increase
1920	606,777.00	75 %	Decrease
1921	1,081,590.00	78 %	Increase
1922	554,000.00	48 %	Decrease
1923	893,900.00	61 %	Increase
1924	914,394.00	2.3 %	Increase
1925	1,400,675.00	53 %	Increase
1926	3,074,188.00	119 %	Increase
1927	3,404,061.00	NOT COMPLETED	

The City of Pensacola makes no charge for building permits.

BUILDING MATERIALS

The price of building materials in the City of Pensacola is low.

The accompanying table shows comparative prices with nine other representative cities. This table shows that Los Angeles alone has a lower price index than Pensacola. Pensacola and Mobile are practically the same and slightly lower than Jacksonville. New Orleans is not a fair comparison as too few commodities are quoted for that point.

The Department of Commerce, Division of Building and Housing of Bureau of Standards, Washington, D. C., quotes prices on building materials for fifty-two cities. Only four of these have lower prices than Pensacola. They are Los Angeles, Cal., Long Beach, Cal., Portland, Ore., and Seattle, Wash.

The reason for the low building material prices in Pensacola is in general apparent, because of its geographical location and its harbor.

Pensacola is in the heart of the long-leaf yellow pine and naval stores country. This makes for low prices on all lumber materials. Gum, cypress

and baywood abound in the neighboring swamps, giving Pensacola price advantage in millwork, veneers, etc.

Birmingham, Ala., the great coal and iron center of the South, is only 250 miles to the north, and Pensacola gets low prices on all iron, steel and coal products, including pipe, nails and coal-tar pitch. The Birmingham district also supplies Pensacola with domestic Portland Cement at low price levels. Molino, twenty-two miles north of the city, furnishes Pensacola with good, hard common brick at a price as low as any quoted in the entire United States. Molino also has clay pits which can, if necessary, make terra cotta building block and other clay products.

Pensacola imports foreign Portland Cement which insures a fifteen per cent low differential on domestic cement prices. Pensacola also imports asbestos shingles, nails and iron, which help to keep the local prices on these materials low.

The city needs lower priced sand and gravel and this can be obtained by bay dredging for these materials.

A table, made up from actual prices quoted in Pensacola and Mobile and using the prices obtained by the Federal government for the other cities, showing comparative costs of building materials and resulting price index, is shown on Page 16 of the Appendix.

The index is made up by taking the average of the prices of the twenty-four different communities in the year, 1913 as "100". In other words, building material prices have increased 67% since that date as the index now figures "167". A year ago the United States index was "176" which shows a drop in price of nearly 10% in one year.

PAY ROLLS

The industrial pay roll of Pensacola amounts to a little over \$5,000,000.00 per year. This figure includes only the industrial workers and does not take into consideration the retailers, the building trades or the Naval Air Station, whose pay roll amounts to almost \$2,500,000.00 annually. Neither does it take into consideration the pay roll of Fort Barrancas nor the pay rolls of the shipping and fishing vocations.

TAX RATES AND RECEIPTS

The City of Pensacola's Municipal, County, School and State tax rates and receipts from 1917 to 1926 are as follow:

MUNICIPAL TAXES

Year	Rate	Tax Receipts
1917	.013	\$ 227,141.59
1918	.018	283,288.05
1919	.018	292,716.31
1920	.018	297,604.26
1921	.021	352,772.60
1922	.021	356,768.83
1923	.021	358,224.72
1924	.021	362,397.88
1925	.020	470,893.45
1926	.020	477,930.15

COUNTY, SCHOOL AND STATE TAXES

Year	County Rate Including School	State Rate	Taxes
1917	.0160	.009	\$ 351,599.75
1918	.0180	.008	369,333.30
1919	.0210	.012	547,637.63
1920	.0260	.011	723,807.78
1921	.03875	.01075	1,175,440.83
1922	.0420	.01075	756,509.08
1923	.03875	.01075	868,735.89
1924	.0490	.01075	857,697.10
1925	.0480	.0075	831,589.80
1926	.0405	.0075	880,844.64

Adding the City tax rate, .020; the County and School rate, .0405; and the State rate of .0075, we obtain a total rate applicable to the city, of .068.

This looks large; but when it is taken into consideration that the county is assessing on only one-fifth of the actual county value and the city is assessing on only one-third of the actual city worth, then this rate of .068 can be reduced to a rate of .016 on actual full value, which is a very low rate.

Occupational licenses received by the State amount to about \$12,000.00

and by the County, \$9,000.00. The city itself receives \$35,000.00 yearly for occupational licenses.

The state imposes a \$.05 per gallon tax on gasoline and the City of Pensacola adds \$.01 more making a total of \$.06.

ASSESSED VALUATIONS

From the accompanying tables on the following page showing city and county assessed valuations from 1917 to 1927, an analysis shows the following pertinent facts. The last city valuation on a 100% valuation basis, was \$23,989,671.00, while the corresponding county valuation on a 100% basis would be \$36,578,260.00.

The percentage of increase from year to year in the case of the city has been uniformly slow in the face of actual rises in the real estate market and actual improvements. The percentage of increase from year to year in the case of county and state is very irregular and has shown wide fluctuations up and down. This is due to the personal tax assessments which include the assessments of personal property owned by large utilities and railroad companies.

BONDED INDEBTEDNESS

The bonded indebtedness of Pensacola and Escambia County is relatively low. The state law provides that the bonded indebtedness shall not exceed 15% of the total assessed valuation. At the present time, the city's outstanding indebtedness is only slightly over half of the permissible amount. This reflects a considerable capacity for additional municipal improvements through these channels.

The county's ratio of bonded indebtedness (including schools) to assessed valuation, is much higher, being at the present 14.51%.

The last issue of the county's Road Paving Bonds was sold in October, 1924. This \$750,000.00 issue sold for \$828,004.00 and accrued interest. They were 6% bonds, due in 1951, with an option to retire \$50,000.00 in 1941; \$65,000.00 in 1942, '43, '44, '45, '46, and \$75,000.00 in 1947, '48, '49, '50 and '51. The Road Paving Bond issue preceding the one just mentioned was sold in January of 1924. It was also a 6% bond, due in 1951,

ASSESSED VALUATIONS

CITY OF PENSACOLA

Year	Real Assessment	Personal Assessment	Total Assessment	Percent of Full Value	Increase
1917	\$11,648,610.00	\$3,685,050.00	\$15,333,660.00	70	0
1918	11,747,265.00	4,035,500.00	15,782,765.00	70	2.5
1919	11,910,630.00	4,407,343.00	16,317,973.00	70	3.5
1920	12,029,750.00	4,545,489.00	16,575,239.00	70	1.5
1921	12,121,350.00	4,924,711.00	17,046,061.00	70	2.5
1922	12,069,845.00	4,953,086.00	17,022,931.00	70	0
1923	12,062,970.00	5,028,750.00	17,091,720.00	70	0
1924	12,024,010.00	5,265,193.00	17,289,203.00	70	1.0
1925	17,591,560.00	5,989,785.00	23,581,345.00	100	- 4.5
1926	18,271,640.00	5,718,031.00	23,989,671.00	100	2.0

NOTE: Personal Assessment includes Railroads, Telephone Company, etc., for both City and County.

COUNTY OF ESCAMBIA

1917			14,063,990.00	50	0
1918	9,576,870.00	5,442,068.00	15,018,938.00	50	6.5
1919	10,133,330.00	5,791,589.00	15,924,919.00	50	6.0
1920	10,374,590.00	9,137,859.00	19,512,449.00	50	22.5
1921	10,038,560.00	18,419,100.00	28,457,660.00	50	46.0
1922	9,707,420.00	6,351,878.00	16,059,298.00	50	- 43.5
1923	8,860,930.00	6,054,950.00	14,915,880.00	50	- 7.1
1924	8,068,460.00	6,180,828.00	14,749,288.00	50	- 1.1
1925	8,691,580.00	6,292,020.00	14,983,600.00	50	1.5
1926	11,927,500.00	6,423,430.00	18,350,930.00	50	22.5
1927	12,087,710.00	6,201,620.00	18,289,130.00	50	- 0.5

with an option to retire \$65,000.00 each year beginning 1935. This \$250,000.00 issue sold for \$264,175.00 and accrued interest.

The tables shown hereinafter give the total bonded indebtedness of both city and county by years. In addition to the amounts shown, there are some special improvement bond issues outstanding which are met by direct assessment against the abutting property and do not affect the city's bonded capacity.

The present total outstanding bonded indebtedness against Pensacola and Escambia County is:

CITY	\$1,855,000.00
COUNTY	1,975,500.00
SCHOOLS	678,000.00
TOTAL	<u>\$4,508,500.00</u>

VALUE OF MUNICIPAL PROPERTY

The total value of all property owned by the city, county and school districts as of December 31, 1926, is \$7,691,374.64 of which \$4,163,364.64 is represented by municipal property, \$2,558,500.00 is represented by county property, and the balance of \$969,510.00 is the value of the school property. These values are given in detail as follow:

Municipal Property		
Real Estate and Buildings	\$2,610,340.88	
Personal Property	85,622.45	
Invested in Water Works	319,093.94	
Invested in Sewers	457,685.74	
Invested in Streets	380,047.67	
Invested in Docks	310,573.96	\$4,163,364.64
	<u> </u>	<u> </u>
County Property		
Court House	\$ 228,500.00	
Jail	265,000.00	
Road Machinery and Tools	15,000.00	
Poor House and Farm	25,000.00	
Furniture and Fixtures	25,000.00	
Miscellaneous Property	2,000,000.00	\$2,558,500.00
	<u> </u>	<u> </u>

BONDED INDEBTEDNESS

CITY OF PENSACOLA

Year	Amount	*Percent Assessed Valuation
1922	\$1,575,000.00	.0924
1923	1,985,000.00	.1161
1924	1,985,000.00	.1142
1925	1,985,000.00	.0842
1926	1,985,000.00	.0828
1927	1,855,000.00	

*Amount of Bonded Indebtedness is limited by law to 15 % of Assessed Valuation.

ESCAMBIA COUNTY

Year	County	Schools	Total Bonded Indebtedness	Percent Assessed Valuation
1918	\$ 25,000.00	\$ 12,000.00	\$ 37,000.00	.0025
1919	100,107.50	12,000.00	112,107.50	.0052
1920	144,500.00	11,500.00	156,000.00	.0079
1921	136,000.00	511,000.00	647,000.00	.0227
1922	529,917.42	500,500.00	1,030,417.42	.0641
1923	991,000.00	490,000.00	1,481,000.00	.0844
1924	1,842,500.00	479,500.00	2,321,500.00	.1574
1925	1,981,500.00	464,500.00	2,445,500.00	.1632
1926	1,825,500.00	453,600.00	2,279,100.00	.1242
1927	1,975,500.00	*678,600.00	2,654,100.00	.1451

*Includes \$225,000.00 just voted for schools.

School Property

General

School Houses and Lots	\$ 363,235.00
School Furniture	60,000.00
School Apparatus	7,000.00
Miscellaneous Property	275.00

Special

School Houses and Lots	490,500.00	
School Furniture	40,000.00	
School Apparatus	4,000.00	
Miscellaneous Property	4,500.00	\$ 969,510.00
<hr/>		
TOTAL		\$7,691,374.64

A complete financial statement for Pensacola, Escambia County and the School Board is given in the Appendix, Pages 17-19. These statements are given for both 1925 and 1926 for purpose of comparison.

NEWSPAPERS

Pensacola has two daily newspapers. The Pensacola News is the evening paper and the Pensacola Journal a morning paper. Both papers are owned by the same interests and use the same printing plant. They do, however, have separate editorial departments and staffs. The combined daily circulation of the two papers is 9,389 and the Journal prints a Sunday Edition with a circulation of 8,576. Both papers have full International News Service and Associated Press Service.

The combined printing plant of the two papers is modern and newly equipped. It is equal in size and capacity to that of most papers in town of 100,000 population or more, and permits of wide expansion and increased circulation without additional capital outlay for that purpose.

In addition to the above two papers, there is a small weekly publication called "The Colored Citizen" which has a circulation of about 1,500.

LICENSED AUTOMOBILES IN PENSACOLA AND ESCAMBIA COUNTY

Up to June 3, 1927, there were 5,825 passenger cars and 844 trucks registered by the Chamber of Commerce which issues licenses for the City of

Pensacola and Escambia County and approximately 250 more from Pensacola and Escambia County which were licensed direct from Tallahassee, making a total of 6,919 cars in all. It is estimated that about 70% of the passenger cars are owned within the city and 30% in the rest of the county. Sixty per cent of the trucks are owned within the city limits and the remaining 40% in the rest of the county.

IX. GOVERNMENT OF PENSACOLA

Pensacola has a Commission form of government. There are three Commissioners who serve for a term of three years. Each year an election is held to elect a Commissioner to succeed the one in office who has served three years. Should there be a vacancy, it is filled by an appointment made by the other two Commissioners. This appointee serves until the next regular election. A recall election may be held upon the petition of 20% of the qualified voters. The voters then vote on the present incumbent and the new candidates.

The Commissioners elect one of their number as Mayor. He presides but has no veto.

The Commissioners designate to themselves the following division of responsibilities:

Police and Fire Commissioner has charge of health, justice, sanitation, pounds, police, milk and meats, weights and measures, and fire.

Commissioner of Streets and Public Works has charge of water, sewers, garbage, harbor and wharves, plumbing, streets, lighting and electricity.

Commissioner of Finance and Revenue has charge of accounts, revenues, finance, public property, public buildings, institutions, parks and playgrounds.

All officers are appointed and have their salaries fixed by the Commissioners.

The City's charter provides that the Commission shall have power by ordinance:

1. To construct wharves, docks, railways and terminals.
2. To improve and regulate the use of the harbor within the city limits.

3. To own, construct, lease, operate public utilities.
4. To compel reasonable extension of utilities.
5. To grant a railroad company the right to run cars over another railroad, operating under a city franchise.

No Commissioner, officer or employee of City, or their relatives, in or nearer than third degree, no partnership, no corporation, any stockholders of which owning as much as 5 % of stock, is so related, shall by contract, employment or trading, receive any profit, wage or other compensation from the city.

A proposed ordinance may be submitted to the Commissioners by petition of 25 % of the number of votes cast at the last general municipal election. The Commission must in two weeks pass or submit it to the voters or the proposal becomes an ordinance.

Bond issues are submitted to a vote and a majority may approve them. Only tax-payers on real or personal property may vote.

The three Commissioners sign all bonds and evidence of indebtedness.

The three Commissioners sign all contracts. Contracts over \$300.00 must be advertised one week and let to the lowest or best bidder.

The City has a budget, but in the conduct of their financial affairs they are absolutely independent. They are not called upon to make any report, either to the State or the County, concerning their finances.

X. FINANCIAL AND LEGAL CONSIDERATIONS

Pensacola has three banks, one of which is also a trust company; it also has two building and loan associations.

The American National Bank and Citizens and Peoples National Bank are federal banks, and members of the Federal Reserve System. The First Bank and Trust Company is a State Bank.

The two building and loan associations are the Mutual Building and

Saving Association and the Pensacola Home and Savings Association.

Interest rates charged by the three banks on loans is 8% ; interest on time deposits is 4% , compounded quarterly.

The following is a composite statement of the three banks in Pensacola:

Combined capital and surplus	\$ 1,470,000.00
Combined deposits	8,786,536.67
Combined resources	11,529,299.25

The following is a composite statement of the two building and loan associations:

Combined surplus	\$ 55,418.91
Combined deposits	826,962.76
Combined resources	910,954.55

The following is a record of the bank clearings for the two National Banks, which are members of the Federal Reserve Bank System:

1924	\$ 85,630,104.00
1925	95,280,705.00
1926	106,638,450.00

CORPORATION LAWS

Many firms have found it advantageous to incorporate in the State of Florida.

There are many benefits to be derived by incorporating in Florida. Some of these benefits are:

- 1. In applying for a charter, no advertising is necessary.
- 2. There is no State income tax.
- 3. A director need not be a stockholder.
- 4. Officers and all directors may be non-residents of the State.
- 5. There is no franchise tax.
- 6. There is no severance tax.
- 7. There is no stock transfer tax.

XI. PUBLIC UTILITIES

ELECTRIC LIGHT AND POWER

The Gulf Power Company, a subsidiary of the Southeastern Power and

Light Company, recently purchased the Pensacola property from the Stone & Webster Company. The Southeastern Power & Light Company is one of the largest in the South operating throughout the States of Alabama, Georgia, Western Florida and Eastern Mississippi.

Its power is generated in a large number of hydro-electric and steam electric power plants of large capacity and high efficiency. It transmits over long distance transmission lines offering in this locality better service at lower rates than was heretofore possible.

A 110,000 volt single circuit line of modern and up-to-date construction extends from Flomaton, Ala., where it connects with the main line from Montgomery to Mobile, to a primary sub-station on the outskirts of Pensacola. Here the voltage is stepped down to 11,000 volts for distribution to five city sub-stations. In these latter the voltage is again stepped down to 2300 volts for the primary distribution lines. The 2300 volts is again stepped down throughout the city through distribution transformers to 220 and 110 volts for secondary lines. Plate VI shows the location of the main transmission lines and also proposed lines. The company has applied to the State Commission for authority to build a line South from the vicinity of Montgomery and eventually this will probably be looped back to Pensacola thus forming a complete loop system by which power may be fed from either direction.

The existing Pensacola steam plant with a capacity of 3200 K. W. is kept in reserve in case of emergency.

The capacity of the main transmission line from Flomaton is much in excess of any existing or probable requirement in the near future and it may be paralleled by another line when necessary. The capacity of the main primary sub-station is at present 6,000 k. v. a. and this sub-station may be extended to handle several times this amount of power. The present maximum peak load in the Pensacola territory is 2800 K. W. It is therefore apparent that there is large excess capacity over present requirements and that this capacity may be extended promptly to meet any expected load.

Pensacola being thus connected to a system of this character is assured

a practically unlimited supply of power of great reliability. This fact is of greatest importance in the industrial development of Pensacola.

Compared to other cities of its size Pensacola has a very reasonable kilowatt hour rate for industrial power. The table shown on the next page gives comparative domestic rates for Pensacola and other typical cities. For complete details regarding transmission lines, stations, equipment, rates and operating data see Pages 20 to 26 of the Appendix.

STREET RAILWAYS

The street railway, which is owned and managed by the Gulf Power Company, operates four loop lines within the city limits and a line along Bay Shore to the government reservation.

The loop lines are so situated as to serve the greater portion of the city, and considering the number of people carried, the lines offer good service at a reasonable rate of fare.

The detailed mileage, number of cars and schedule of fares is given in the following tabulation. For further detailed information, see Page 27 of the Appendix, and the following Plate VII.

STREET RAILWAY DATA

LINE	<u>LENGTH OF ROUTE</u>		HEADWAY
	ROUND TRIP		
*Belt	3.1	Miles	24 Min.
*East Hill	6.0	Miles	12 Min.
*North Hill	3.45	Miles	12 Min.
*West Hill	1.6	Miles	24 Min.
Bay Shore	15.48	Miles	60/45 Min.

PASSENGER FARE SCHEDULE

*City Lines		
Cash Fare	\$.10	
Token	.07 1/2	Sold 6 for \$.45
School	.04	Books of 10 for \$.40
Weekly Pass	1.25	Good to bearer for unlimited riding on any line.
Transfers	Free for other city lines.	

COMPARATIVE DOMESTIC LIGHTING AND COMMERCIAL ELECTRIC POWER RATES

	DOMESTIC LIGHTING		ELECTRIC POWER	
Pensacola.....	.11	First 200 K.W.H.	\$	2.00 per K.W. of demand plus 3c K.W.H. for 1st 1,000 to 8c excess of 50,000.
Birmingham.....	.085	" 100 "		1.00 per H.P. of demand plus energy charge of .75c per K.W.H.
Mobile.....	.10	" 50 "		1.75 per H.P. of demand for 1st 25 H. P. plus 4c for 1st 1,000 K.W.H. to 1.75 excess of 10,000.
Montgomery.....	.085	" 30 "		1.50 per K.W. for 1st 100 K.W. demand plus 3c per K.W.H. for 1st 1,000 to 5c excess of 100,000.
Los Angeles.....	.056	" 100 "		1.77 per K.W.H. for 1st 6,000 to 86c excess of 1,500,000.
St. Petersburg.....	.11	" 100 "		Rates on request.
Tampa.....	.10	" 600 "		30.00 for 1st 10 K.W. of demand plus 3c K.W.H. for 1st 2,000 to 65c excess of 460,000.
Atlanta.....	.09	" 100 "		1.11 per K.W. of demand plus \$1.44 for 1st 1,000 K.W.H. to 6c excess of 50,000.
Newark, N. J.....	.09	" 20 "		1.50 per H.P. first 200 H.P. demand plus 3c per K.W.H. for 1st 3,000 to 1.0c excess of 7,000.
Atlantic City.....	.11	" 60 "		12c per K.W.H. for 1st 30 hours of demand to 1c excess of 60 hours.
Buffalo.....	.06	" 60 "		1.00 per K.W. for 1st 15 K.W. of demand plus 1c per K.W.H. for 1st 3,000 to 56c excess of 3,000.
New York City.....	.12	" Straight		5c per K.W.H. for 1st 24,000 K.W.H. per year to 3c excess of 76,000 K.W.H. per year.
Charlotte N. C.....	.08	" 25 K.W.H.		6c per K.W.H. for 1st 50 to 1.2c excess of 100,000.
Durham, N. C.....	.12	" 30 "		12.00 per year plus \$12.00 per year per H.P. plus an energy charge of 2c per K.W.H.
Norfolk, Va.....	.10	" 60 "		37.50 for 1st 25 K.W. of demand plus 2.5c per K.W.H. for 1st 1,000 to 1c excess of 35,000.
Richmond, Va.....	.10	" 60 "		37.50 for 1st 25 K.W. of demand plus 2.5c per K.W.H. for 1st 1,000 to 1c excess of 35,000.
Miami, Fla.....	.12	" 20 "		7c per K.W.H. for 1st 300 to 3c excess of 1,000.
Seattle, Wash.....	.055	" 40 "		4c per K.W.H. for 1st 100 K.W.H. per K.W. of demand to 1c per K.W.H. excess of 100.
Roanoke, Va.....	.08	" 100 "		3.5c per K.W.H. for 1st 2,000 to 1.35c excess of 40,000.

*See Pages 20 to 26 of the Appendix for other rates.





WATER SUPPLY

The exceptional purity of Pensacola's water is attested by Government and private analyses to be equivalent almost to distilled water.

For drinking purposes it can be only rarely duplicated and nowhere in the country can it be exceeded for purity and softness.

Commercially, its use is highly desirable as is shown by the lack of deposit of lime or minerals in boilers, etc. Its softness makes it especially adaptable for laundry and bleaching purposes.

The analysis of Pensacola's drinking water was pronounced by expert analysts as follow:

Silica (SiO ₂)	9.4
Iron (Fe)	.06
Calcium (Ca)	1.1
Magnesium (Mg)	2.3
Sodium (Na)	5.3
Potassium (K)	.6
Bicarbonate radicle (HCO ₃)	2.9
Sulphate radicle (SO ₄)	4.1
Chloride radicle (Cl)	7.8
Nitrate radicle (NO ₃)	7.2
Total dissolved solids at 180° C	41
Total hardness as CaCO ₃ (Calculated)	12

The pumping station is located on East De Soto Street, between Guillemarde and Tarragona Streets, adjoining the pump station are two reservoirs with a capacity of 1,600,000 gallons, and also an elevated tank located on East De Soto Street between Eighth and Ninth Avenues, with a capacity of 100,000 gallons.

The water is produced from one eight-inch, four six-inch and five four-inch wells, ranging from 125 feet to 240 feet in depth. These wells have a capacity of 4,500 gallons per minute and can produce enough water to supply 50,000 people, and the above source of supply from all indications is unlimited.

On May 1st, 1927, the City had 55 miles of main pipes ranging from four inches to sixteen inches in diameter, 4,500 meters approximately 650 unmetered connections and 400 fire hydrants.

MAP OF PENSACOLA FLORIDA



STREET RAILWAYS.

SCALE OF MILES
0 1/4 1/2 3/4

PARSONS, KLAPP, BRINCKERHOFF AND DOUGLAS,
CONSULTING ENGINEERS.
84 PINE STREET, NEW YORK, N.Y. JUNE 1927 100 SECOND ST S.
ST PETERSBURG, FLA.

PLATE V



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On May 1st, 1927, the City had 55 miles of main pipes ranging from four inches to sixteen inches in diameter, 4,500 meters approximately 650 unmetered connections and 400 fire hydrants.

RATES

First 20,000 gallons per quarter Per M	\$.30
20,000 to 100,000 gallons Per M	.25
Over 100,000 gallons	.125
Minimum charge \$2.00 per quarter	
Bills rendered quarterly.	

For complete information regarding water-works, map of Distribution System, pumpage records and analyses, see Appendix Pages 28 to 31 and Plate VIII on the following page.

TELEPHONE SYSTEM

Pensacola and its environs are served by the Southern Bell Telephone and Telegraph Company. Operating with modern equipment and connecting with all long distance lines, the company is in a position to give excellent service and is prepared to take care of any increase.

The number of telephones since 1914 have increased 92 %, as shown by the following tabulation:

Year	Number of Telephones	Increase
1914	2263	
1915	2237	-26
1916	2345	108
1917	2394	49
1918	2501	107
1919	2828	327
1920	2967	139
1921	3018	51
1922	3145	127
1923	3323	178
1924	3477	154
1925	3818	341
1926	4140	322
May 1. 1927	4345	205
Total Increase since 1914		2082
% Increase since 1914		92

The schedule of rates in effect at present is as follow:

	Desk	Wall
Business — One party	\$5.25	\$5.00
Business Two party	4.75	4.50
Residence — One party	3.25	3.00
Residence Two party	2.75	2.50
Four party	2.25	2.00

RATES

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20,000 to 100,000 gallons Per M	.25
Over 100,000 gallons	.125
Minimum charge \$2.00 per quarter	
Bills rendered quarterly.	

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TELEPHONE SYSTEM

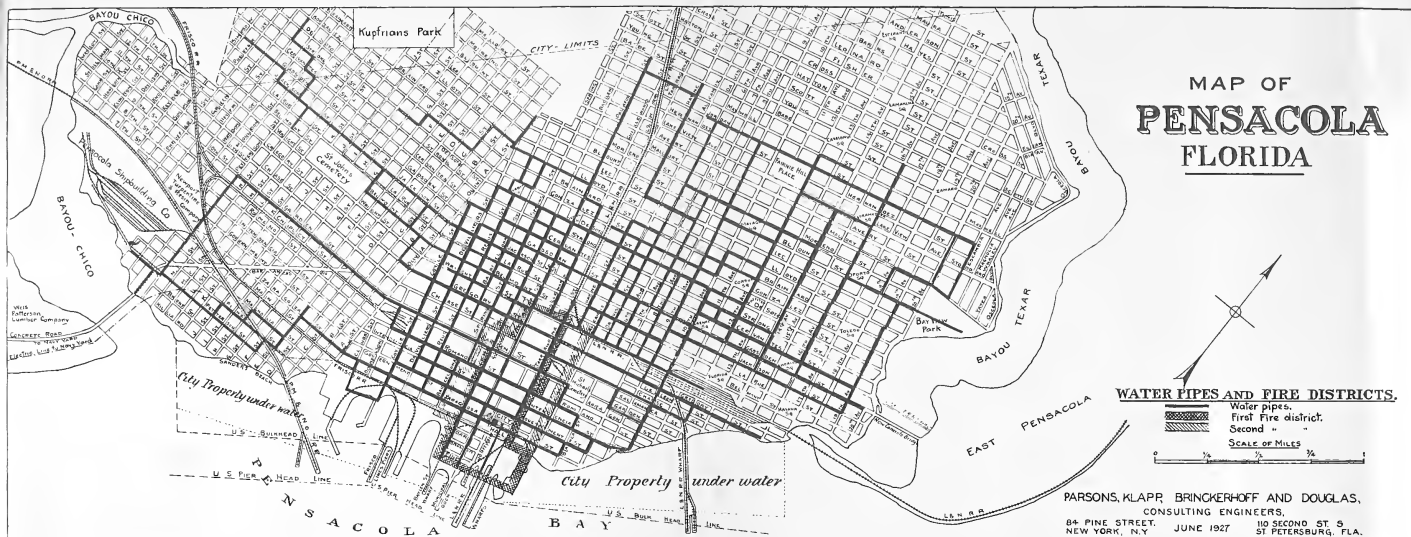
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Residence Two party	2.75	2.50
Four party	2.25	2.00



TELEGRAPH AND WIRELESS

Pensacola is served by the Western Union Telegraph Company and the Postal Telegraph-Cable Company.

Station W. C. O. A. (Wonderful City of Advantages) is owned and operated by the City of Pensacola, broadcasting from the City Hall on Monday, Wednesday and Friday, beginning at 7 P. M. Central Time. Weather forecasts are sent forth daily at 10:30 A. M. and 12:30 P. M. through the week and on Sunday at 12:30 P. M. only. Services from the various Pensacola churches are broadcast on Sundays at 11 A. M. and 7:25 P. M.

Station N. A. S., the naval wireless station, located at the Naval Air Station, has a sending wave length of 2,250 meters and receiving wave lengths of 507, 600 and 795 meters respectively. The approximate range is about 300 miles.

GAS SUPPLY AND FACILITIES

The Pensacola Gas Company is controlled and managed by the United Gas Improvement Company of Philadelphia, Pa.

The plant is located on Tarragona Street at Cervantes Street. It has a capacity of 500,000 Cubic Feet per day. The maximum day's send-out is 459,200 Cu. Ft. The gas holder has a capacity of 260,000 Cu. Ft.

In 1926, 80.46% of the gas used was for domestic purposes and 19.54% for industrial purposes, there being 2,914 domestic consumers and 310 industrial consumers.

The gas is manufactured by the water gas process and had an average heat value of 546 B.T.U. for the year 1926.

With 44.01 miles of street mains and 4,370 service lines, the gas company is prepared to take care of any increase. During the past ten years the number of meters has increased 31.4% and the number of cubic feet of sales during the same period has increased 75.9%.

RATE SCHEDULE

First 2,000 Cu. Ft. or any part thereof	@	\$2.00	per M.
Next 3,000 Cu. Ft. or any part thereof	@	1.90	per M.
Next 5,000 Cu. Ft. or any part thereof	@	1.70	per M.
Next 15,000 Cu. Ft. or any part thereof	@	1.50	per M.
All in excess of 25,000 Cu. Ft.		1.40	per M.

A discount of 10c per thousand cubic feet will be allowed on current bills, provided gas account is paid in full within ten days.

ANNUAL CONSUMPTION AND NUMBER OF METERS

Year	Annual Consumption	% Increase	No. Meters	% Increase
1917	50,266,000		2,679	
1918	62,375,000	24.1	3,065	14.3
1919	75,284,000	20.8	3,282	6.7
1920	79,036,000	5.0	3,308	0.8
1921	74,773,100	-4.2	3,251	-0.8
1922	71,008,000	-5.0	3,262	0.3
1923	73,009,000	2.8	3,227	-1.1
1924	77,771,000	6.5	3,318	2.8
1925	77,692,000	-0.1	3,422	3.1
1926	88,407,000	13.8	3,503	2.4
4/30/1927	33,007,000		3,518	0.4

* * * * *

The gas rate in Pensacola is high as compared with other cities of its size and class throughout the United States, as is shown in the following table. However, of the 18 cities in Florida which are supplied with gas, it has the average rate, nine of the cities having the same rate as Pensacola, four having a higher rate and five having a lower rate.

CITIES, COMPARABLE IN SIZE WITH PENSACOLA

City	Gas Rate
Pensacola	\$2.00
Roanoke, Va.	1.33
Charlotte, N. C.	1.28
Rutland, Vt.	1.50
Westfield, Mass.	1.40
Charleston, S. C.	1.17
Newbern, N. C.	1.80
Norfolk, Va.	1.40
Mobile, Ala.	1.80

Complete details of gas system are given on Page 32 of the Appendix.

SEWERAGE SYSTEM AND SEWAGE DISPOSAL

Pensacola has approximately 83.8 miles of sanitary sewers connecting with practically every house on the streets thus served. There are still some houses that do not have access to a sewer line and each of these has an outside privy which must be constructed according to regulations and which is regularly inspected by the City Health Officer.

The sewage is carried into the bay by two cast iron pipes. One is a 20 inch pipe extending 2,700 feet from the shore line and the other is a 24 inch pipe extending 3,000 feet into the bay.

All of the sewer lines are of standard construction and due to the hills, no trouble is experienced in obtaining the proper fall to prevent backing up from the tides.

The city has a wide extension program and all privies are fast being done away with, thereby increasing the general sanitary condition of the city.

Due to the hilly topography and natural drainage, Pensacola requires very few storm sewers. Although at the present time there are only 10.3 miles of storm sewers within the city limits, the drainage is being well taken care of on all new projects and additional storm sewers are being put in throughout the city.

The accompanying Map, Plate IX on the following page, shows the complete location of all existing storm and sanitary sewers.

XII. REAL ESTATE CONSIDERATIONS

RESIDENCES AND APARTMENTS

The City of Pensacola has approximately 6,200 dwellings and residences, three apartment houses and one large apartment house about ready. There are also a number of converted apartments in altered dwelling houses. Many of the homes in the better residential sections are very attractive.

PUBLIC BUILDINGS, OFFICES, ETC.

The City Hall, Police Headquarters, and the five Fire Houses are well built brick buildings, well kept up and adequate for the city's present needs.

The County Buildings consist of the Jail, the Court House and the Office and Tourist Building on Palafox Street. The first is a substantial masonry building in good condition and of very good architecture. The last two are brick buildings somewhat antiquated and in need of remodeling and repairing.

The Federal Post Office and Custom House is a large stone building of the Greek type built by the Government in the larger cities.

The Florida State Board of Health has a fine branch office building on North Palafox Street which is architecturally beautiful.

The Pensacola Hospital is a large fireproof stone building, well equipped and removed from the noise and confusion of the center of the city.

Three large fireproof office buildings and one modern seven-story, five hundred room hotel gives Pensacola the beginnings of a modern city skyline.

Two of the banks have their quarters in the office buildings mentioned, the American National Bank owning its own building. The First Bank and Trust Company are in the Brent Building, and the Citizens and Peoples National Bank have a fine banking building next to the Post Office.

The Louisville & Nashville Railroad passenger station is a model of cleanliness and convenience, and is a distinct asset to the beauty of the city.

Of the fifty-seven churches of the city, some are large and beautiful and add to the general attractiveness of the city.

Considering all of the public buildings in Pensacola as a whole with few exceptions they are such as give the city a certain impressiveness and while not of monumental beauty they are sufficiently attractive to increase and uphold real estate values of the adjacent property.

MAP OF PENSACOLA FLORIDA



PARSONS, KLAPP, BRINCKERHOFF AND DOUGLAS,
CONSULTING ENGINEERS,
84 PINE STREET, NEW YORK, N.Y. JUN 1927
100 SECOND ST. S. ST. PETERSBURG, FLA.

PLATE D

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OWNERSHIP OF HOMES

Sixty per cent of the dwellings and residences in Pensacola are owned by the occupants. For a city of the size of Pensacola this figure does not at first seem to be very high. The main reason for not having a higher ownership ratio, however, is due to the large number of negroes, most of whom do not own their own homes. This is true of a great many southern cities where the negro population exceeds 25 % of the total.

VALUE OF LAND IN BUSINESS AND RESIDENTIAL SECTIONS

The value of the land in the main business section of the city runs from \$1,000 to \$1,500 a front foot. On the edges of this district it can be bought as low as \$300 per front foot. The choice corners in the city at the intersection of Garden and Palafox Streets are valued at \$2,500 to \$3,000 per running front foot. Business and industrial water front property along the main section of the water front from Bayou Chico to the Muscogee Wharf may be had for a very low figure. These values on business property are exceptionally low for any city the size of Pensacola and in very marked contrast to the prevailing prices in other Florida and Gulf ports and should be a great attraction to future business men and industrialists. These values are quite likely to take a sharp rise with the impending future development of this city commercially and industrially.

Residential sites on North Hill vary from \$30 to \$70 per front foot, and on the East Hill from \$15 to \$30 per front foot. Both of these sections are considered the best residential districts in the city and the lowness of values is in part due to lack of zoning and restrictions. The entire scale of real estate values in Pensacola, however, are much lower than usually found in cities of like size and character and must not be confused with prices in other Florida cities where the recent boom carried prices to levels out of all reason. Pensacola did not experience any boom and the values are such as should be attractive to the industrialist or investor.

Sites for working men's homes can be had in different sections of the city for \$5.00 to \$10.00 per foot of front.

RENTAL OF HOUSES FOR INDUSTRIAL WORKERS

Working men can rent three-room houses for \$10.00 to \$15.00 per month. Four and five-room houses for working people bring from \$20.00 to \$40.00 per month and seven and eight-room houses from \$40.00 to \$55.00. The average price is from \$5.00 to \$7.50 per room per month.

Small apartments with community baths can be had from \$15.00 to \$40.00 per month.

INSURANCE

Insurance rates in Pensacola compare favorably with other Florida cities but are somewhat higher than the average for Northern cities. The rates can be reduced materially by the passage of an anti-wood shingle roof law covering the entire city. As the law now stands, wood shingles are barred only from the small section of the central city included within the fire limits. The fire limits are too small and should be extended. See Plate VII, Page 59. A recent communication received from the Fire Underwriters Association, state that present plans call for the placing of Pensacola in the first-class sometime during the present year.

KEY RATES

The Key Rates for insurance in the city of Pensacola are as follows:

Wood dwelling, compo or tile roof within 500 feet of hydrant	\$.56
Wood dwellings, compo or tile roof over 500 feet of hydrant	.68
Wood dwellings, wood shingle roof within 500 feet of hydrant	.87
Wood dwellings, wood shingle roof over 500 feet of hydrant	1.33
Brick Business buildings, compo roof	.40
Brick business buildings, wood shingle roof	.75
Frame business buildings, compo roof	2.40
Frame business building, wood shingle roof	2.50
Sprinkler warehouses	.33
Office buildings, fireproof	.21 to .25
Fireproof hotels	.32

If an insurance policy is taken out for three years the rate is reduced

to two and one-half times the yearly rate, less 5 % for wood shingle roofs and 10 % for composition shingle or slate roofs.

INDUSTRIAL ACREAGE AND VALUES

There is a wealth of industrial acreage available in and around Pensacola. The southwestern section of the city and adjoining land across Bayou Chico contains approximately 1,200 acres of the finest of industrial locations, accessible to both rail and water transportation. A good part of this acreage is on Pensacola Bay and can be developed with docks to deep water, carrying railroad tracks out on the docks.

The land on both sides of the two railroads, the Louisville & Nashville and the Frisco, running north from Pensacola, contains large industrial acreage with switching connections and short haul to the docks.

At Gonzales, eleven miles north of Pensacola, there is plenty of land lying adjacent to both railroads.

The southeastern section of the city contains some very desirable land on the Bay, between Bayou Texar and the Lee-Ferriss Lumber Co. (Pitt Slip). There is a question as to whether this land should not be reserved for parks and residences; but it is certainly situated right for industrial development.

Anywhere in this industrial acreage artesian wells can be driven, containing water as pure as distilled water, with a flow of from 500 to 2,000 gallons per minute.

This industrial acreage can be bought at the present for \$500.00 to \$1,500.00 per acre, according to accessibility to the bay and railroads.

See Plate XII, Page 111 for location of industrial acreage.

NUMBER OF BETTER CLASS RESIDENCES AVAILABLE FOR RENT

Residences for rent are very scarce as is shown by the fact that four large renting agencies reported that they had none available. There are, however, a number of old large houses that can be reconditioned and made usable.

A good many new residences are being erected and the completion of these will put more houses on the rental list.

NUMBER OF BUILDINGS AVAILABLE FOR LEASE

A few stores on lower Palafox Street are empty and can be leased very reasonably.

The East Government Street section contains a number of empty stores, lofts and old warehouses, etc., that are available for lease at moderate terms. This district lies between Government Street and the water front.

NUMBER OF OFFICES AVAILABLE FOR RENT

The four large fireproof office buildings, namely, The American Bank Building, the Blount Building, the Brent Building and The Thiesen Building contains 420 offices and on June 1st, 1927, 70 of these were available for rent. These, of course, were the less desirable ones.

There are a few scattered offices over the stores on Palafox Street that can be rented. The average office space rents for \$13.50 to \$22.00 per month per room.

LEASES AND RENTALS

There is little activity in leases and rentals with the exception of the coming and going of the Army and Navy personnel. Long term leases on business property are very seldom made, most transactions being either by term rentals or purchases.

BUILDING RECORD AND VALUATIONS

Six hundred and fifty thousand dollars worth of new buildings have been under construction during the first six months of 1927.

The largest of these operations are a new apartment house on Bayou Texar, which contains 24 separate apartments, new fish warehouses at Palafox Wharf, Terminal Buildings for the Frisco Railroad and the increasing of the Newport Company's turpentine and rosin distillation plant.

The present total value of all of Pensacola's buildings is around thirty million dollars.

RESIDENCE CONSTRUCTION

One hundred and twenty-five new residences of all sizes and values have been built, or are being constructed in Pensacola during the first six months of 1927.

ZONING

There are no zoning laws or restrictions in the City of Pensacola at present.

The city should have zoning laws, as the absence of such regulations tends to make real estate values low and unstable, especially in the best residential districts.

A bill to empower the City Government to establish zoning was defeated at the recent session of the State Legislature.

XIII. LABOR

There are approximately 4,000 workers in the industries of Pensacola. Of these, less than 4% are female and about 44% are skilled.

At present there is a plentiful supply of industrial labor, both common and skilled. Each industry investigated showed a large percentage of applications over their requirements. Especially is this true of female labor of which there is an undiminishing supply with very little demand.

This labor will be available for any new industry that locates in Pensacola. Moreover, Pensacola can draw upon sections not far distant for more labor whenever the necessity arises.

The wages paid to industrial workers vary with the different industries. The average weekly wage paid to male skilled workers is \$27.00; the average weekly wage paid to male unskilled workers is \$16.00. The average weekly wage paid to female skilled labor is \$14.50; the average weekly wage paid to female unskilled labor is \$9.00.

In the building trades the wages are of course governed by the class of work performed. Labor receives from twenty-five cents to forty cents an hour. Carpenters receive from fifty cents to eighty-five cents an hour. Plumbers and steam fitters, plasterers and tile setters receive \$1.25 an hour.

Bricklayers and masons receive \$1.50 an hour. A complete wage scale in the building trades and a comparison of it with the wage scales of other cities in the United States will be found on Page 33 of the Appendix. Labor in the building trades is plentiful with the exception of plasterers.

Pensacola is in general an open shop town. In the building trades the bricklayers, masons, tile setters, plasterers, plumbers and steam fitters are organized. Among the industrial workers, the printers, marble workers and railway men are organized.

The shipping industries give intermittent work to a large number of stevedores and longshoremen. These stevedores are organized and receive seventy cents an hour for the time they are working.

The fishing industries employ about 350 fishermen on shares who, when they are working, earn up to \$50.00 or \$60.00 a week.

Florida has a child labor law . Its chief provisions are:

(1) No child under 14 years of age shall be employed in any mill, factory, workshop, mechanical establishment or laundry.

(2) No child under 16 years of age shall be employed in any factory, workshop, mechanical establishment, laundry, mill or mine unless he has an employment certificate.

(3) No child under 16 years of age shall be permitted to work more than 6 days a week, nor more than 54 hours in a week, nor more than 9 hours in a day.

There are sections in the law prescribing certain classes of work for children under 16 years of age. There are other sections containing rules and regulations to be observed by the firm employing children.

Florida has no Workmen's Compensation Law.

XIV HIGHWAYS

During the past six years Escambia County has spent \$2,280,000.00 for highways. Although receiving very little state aid, the county has constructed

76.43 miles of 18 foot concrete highways and has graded and in addition improved with sand, clay and gravel 600 miles more. There are also 400 miles of unimproved roads which are kept graded and drained.

The following State Routes and County Highways are of concrete pavement.

State Route No. 7, extending north from Pensacola to Flomaton.

The Gulf Beach Highway, extending 18 miles southwest from Pensacola to the Gulf of Mexico. At the terminus of this road there is a concrete parking space with a capacity of 427 automobiles.

Barrancas Avenue branches off from the Gulf Beach Highway to the Government reservation. The County is planning to spend \$100,000.00 to improve the road from the Gulf Beach Highway to the new Corry Aviation Field.

State Route No. 1 extends from the Alabama State line and the Perdido Bridge to Pensacola. \$40,000.00 has been authorized to be spent by the County, which has been equalled dollar for dollar by the State, for the improvement of State Road No. 1 from Pensacola along the Escambia Bay to the Escambia Bridge.

The County expects to add an additional \$15,000.00 to this budget for drain structures and will expend \$70,000.00 during the coming year for drain structures and grades.

The recent completion of the Escambia Bridge, which is a series of bridges and causeways totaling 3.8 miles in length, eliminates the last ferry on the Old Spanish Trail in the State of Florida.

An authorization of \$10,000.00 has been approved for the re-building of the bridge across Bayou Chico which is located on the Gulf Beach Highway just west of Pensacola.

The Perdido Bridge over the Perdido River, at the west end of Route No. 1 in Escambia County, has been completed by the County and the two miles of grading between the Perdido Bridge and the Styx River has been started.

The Cochrane Bridge, otherwise known as the Mobile bridge, spans the widest gap in the historic and popular Old Spanish Trail between St. Augus-

tine, Fla., and San Diego, Cal. This famous highway crosses the drainage waters of half of the North American continent, crossing Mobile Bay and the five rivers flowing into it. The Old Spanish Trail is now the arterial trunk line of the Southern border-lands, traversing a land rich in progress and new opportunities. The Cochrane Bridge is emblematic of the spirit of the people of Mobile and Pensacola.

The State of Alabama plans to improve the road across Baldwin County connecting the Cochrane Bridge with the paved road into Pensacola.

Surveys are now being made and a franchise has been granted for the construction of highway bridges across the lower end of Escambia Bay and East Bay to give direct connections to Florosa and Camp Walton.

In general, it can be said that Pensacola is well served by highways, connecting with all main highways throughout the entire Southland.

The accompanying Plates No. X and No. XI, show the main paved highways of Escambia County and the main arterial highways in the entire southeastern section of the United States. The following table shows the distance by highway from Pensacola to forty-six of the principal cities throughout the country:

DISTANCES FROM PENSACOLA BY HIGHWAY

CITY	MILES
Atlanta	407
Augusta, Ga.	540
Birmingham	305
Boise	2,554
Boston	1,616
Buffalo	1,343
Chicago	1,021
Cleveland	1,150
Dallas	758
Denver	1,642
Detroit	1,118
El Paso	1,458
Fort Myers	622
Houston	635
Indianapolis	847
Jackson, Miss.	266

DISTANCES FROM PENSACOLA BY HIGHWAY

(Continued)

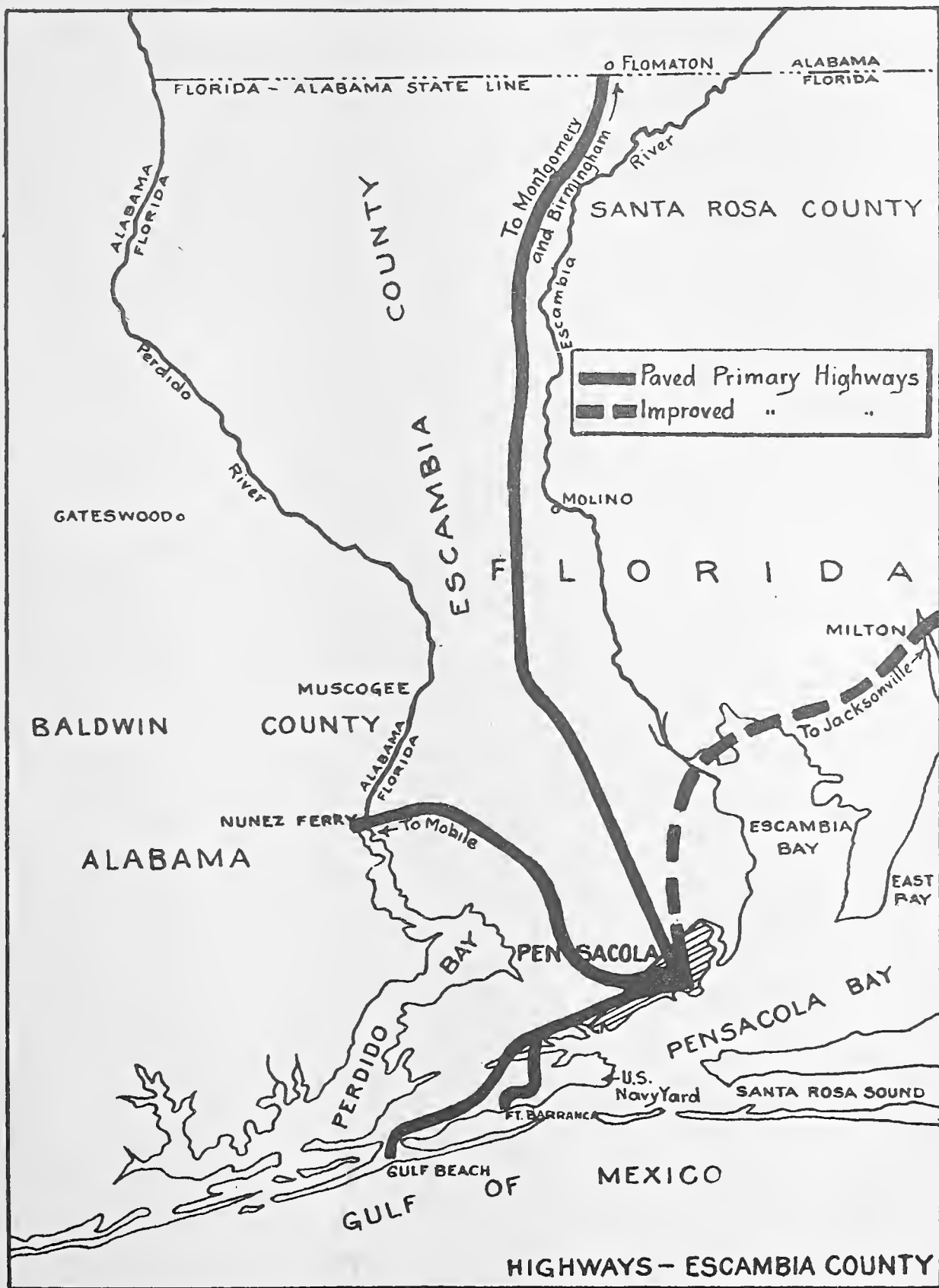
CITY	MILES
Jacksonville	380
Kansas City	1,078
Little Rock	547
Los Angeles	2,331
Louisville	719
Memphis	528
Miami	775
Minneapolis	1,597
Mobile	72
Montgomery	202
Montreal	1,782
Nashville	525
New Orleans	254
New York	1,370
Orlando	487
Philadelphia	1,274
Phoenix	1,902
Pittsburgh	1,187
Portland, Ore.	3,060
Raleigh	840
Richmond	1,007
St. Louis	887
St. Petersburg	512
Salt Lake City	2,159
San Antonio	856
San Francisco	2,787
Tallahassee	207
Tampa	486
Washington	1,128
Winnipeg	2,044

XV. TRANSPORTATION

RAIL

Railroad passenger train service for Pensacola at the present time is furnished entirely by the Louisville & Nashville Railroad (Flomaton, Pensacola and River Junction branches), which connecting with the L. & N. main line at Flomaton, and with the Seaboard Air Line at River Junction, forms a through line from Jacksonville through Pensacola to New Orleans and the West, and via Jacksonville to all of South Florida.

At Flomaton, 43 miles north of Pensacola, this branch connects with



HIGHWAYS - ESCAMBIA COUNTY
PLATE X

the L. & N. main line, Cincinnati to New Orleans, directly connecting Pensacola with Montgomery, Ala., Birmingham, Ala., Nashville, Tenn., Louisville, Ky., Cincinnati, Ohio and St. Louis, Mo.

At Evansville, Ind., through service is maintained over the C. & E. I. R. R. to Chicago.

From Pensacola, by way of Montgomery, Ala., Atlanta, Ga. and Asheville, N. C., through trains are run to Washington, Philadelphia, New York and Boston.

Through train or through Pullman car service is furnished by the L. & N. R. R. on convenient schedule as follows:

Between Pensacola and Jacksonville, with South Florida connection, two trains each way daily and three trains each way during the winter season.

Between Pensacola and the Northeast, North and West, via Flomaton, Ala., four trains each way daily with through sleepers to New Orleans, Los Angeles, Montgomery, Chicago, Atlanta and Cincinnati.

The Frisco, in connection with the Rock Island, plans to give Pensacola passenger service to the southwest and west in the latter part of 1928, and direct 18 hour service to Chicago.

The distances by rail between Pensacola and the principal cities of the United States as compared with the distances from other ports to these cities are given in the following table:

DISTANCES BY RAILROAD

<u>FROM</u>	PENSACOLA	MOBILE	NEW ORLEANS	JACKSONVILLE	SAVANNAH	NEW YORK
Chicago, Ill.	898	864	919	1,061	1,009	909
Detroit, Mich.	996	995	1,092	1,062	965	648
Cincinnati, Ohio	740	739	836	806	754	751
Columbus, Ohio	856	855	952	922	782	631
Louisville, Ky.	643	650	747	780	728	865
St. Louis, Mo.	733	651	706	915	891	1,053
Atlanta, Ga.	336	352	492	331	279	876



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St. Louis, Mo.	733	651	706	915	891	1,053
Atlanta, Ga.	336	352	492	331	279	876

DISTANCES BY RAILROAD

(Continued)

<u>FROM</u>	PENSACOLA	MOBILE	NEW ORLEANS	JACKSONVILLE	SAVANNAH	NEW YORK
Birmingham, Ala.	251	258	355	433	423	990
Chattanooga, Tenn.	394	401	498	468	416	847
Memphis, Tenn.	485	383	395	682	674	1,158
Kansas City, Mo.	969	867	868	1,166	1,158	1,331
Minneapolis, Minn.	1,329	1,235	1,296	1,486	1,425	1,317

AUTHORITIES—Southern Traffic League—compilation of distances.

U. S. War Dept.—Official Table of distances.

Pensacola is very well supplied with rail transportation as regard freight traffic by both the Louisville & Nashville Railroad and the Frisco System. The L. & N. R. R., with its allied connections, serves the entire South, Midwest and Southeast, thereby giving Pensacola quick service to and from this entire section. Serving the port of Pensacola, Mobile and New Orleans, the L. & N. has many fast through-trains north and east. This railroad has rather extensive terminal facilities at Pensacola and has experienced no great trouble from congestion in the Pensacola yards, etc. The L. & N., serving other ports as well as Pensacola, has not, however, concentrated its efforts on the diverting of traffic through the port of Pensacola.

The Frisco System (St. Louis-San Francisco Railway) has recently entered Pensacola and has spent a great deal of money on terminal and harbor improvements. While they are not as yet ready to commence passenger traffic operation, fast freight traffic movement is now being operated and with the Rock Island System, with which it is closely allied, dependable fast freight service is offered to the entire Southwest, West and North, from Canada to the Gulf of Mexico. It is entirely reasonable to expect that this railroad

will divert all possible port-bound traffic to Pensacola, as it is the only seaport outlet which the entire system has. For further detail regarding rail transportation and tariffs, see Pages Nos. 120 Article XXV and 149 Article XXIX.

BUS SERVICE AND TRUCK LINES

Pensacola is served by three regular bus lines which operate to and from Mobile, Flomaton and Milton, respectively. The Mobile line operates two busses each way daily, one in the morning and one in the afternoon. The Flomaton line operates only one bus each way daily. The Milton line operates three busses each way daily, leaving Pensacola early in the morning, at noon and in the late afternoon.

There are no regular truck lines carrying freight from Pensacola to any other city.

WATER TRANSPORTATION

There are no large ships entering Pensacola carrying passengers. The only water-borne passenger service maintained in and out of Pensacola is by small coast-wise boats, plying between Pensacola and near by Gulf coast settlements. The Steamer "Capt. Fritz," fifty-seven gross tons, maintains semi-weekly passenger service to all points on Santa Rosa Sound, Choctawhatchee Bay and East River.

The Pensacola, St. Andrews and Gulf S. S. Co. operates a ship of one hundred and fifty tons between Mobile, Pensacola, St. Andrews, Panama City, Appalachicola and Carrabell, making one round-trip a week. This boat carries both passengers and freight.

Freight service by steamship and sailing vessel, both coast-wise and foreign, is one of Pensacola's chief transportation assets. For complete data on shipping and rates, see Pages 127 to 134 inclusive.

PART II

PORT, INDUSTRIAL, AGRICULTURE
AND
TOURIST TRADE DEVELOPMENT

PART II.

PORT, INDUSTRIAL, AGRICULTURAL AND TOURIST TRADE DEVELOPMENT

PORT AND HARBOR CONDITIONS AND DEVELOPMENT

XVI. GENERAL DESCRIPTION

In the northwestern portion of the State of Florida and on the northwest shore of the Bay of Pensacola is located the City of Pensacola, the true position being 30°-25' North latitude and 87°-13' West longitude. By rail it is one hundred and five miles east of Mobile, Ala., and northeast of New Orleans, La., two hundred forty-six miles.

The Bay of Pensacola is an arm of the Gulf of Mexico and is about twelve and a half miles long and two and a half miles wide. Pensacola Bay is joined on its eastern end by Escambia Bay, extending in a northerly direction, with a general depth of seven to eleven feet and by East Bay extending easterly with a general depth of eight to twelve feet.

North of Santa Rosa Island, which is a key protecting the Bay of Pensacola and the main land shore to the east from the Gulf of Mexico, lies Santa Rosa Sound, a narrow body of water extending eastward twenty-four miles from the southeastern part of Pensacola Bay. At its eastern end the Sound is joined by the Narrows, a shallow body of water about nine miles long, which leads into Choctawhatchee Bay. A draft of fifteen feet can be taken through the Sound for a distance of thirteen miles from Pensacola Bay, but eastward of this there are numerous shoals and five feet is the greatest draft that can be taken through at high water into Choctawhatchee Bay. These connecting waters and their tributaries are water routes that are used to bring large quantities of lumber and timber into Pensacola for fabrication or shipment.

The main entrance into Pensacola Bay is through a dredged channel across Caucus Shoal at the western end of Santa Rosa Island. Its position is 30°-19'-30" north and 87°-80'-30" west, which is 150 miles east of the mouth of the Mississippi River, 46 miles east of Mobile Bay and 106 miles northwest of Cape San Blas.

XVII. PRESENT PORT AND HARBOR CONDITIONS

DISTANCE TO ENTRANCE OF HARBOR AND CHANNEL CONDITIONS

The entrance from the open Gulf of Mexico into the harbor lies 7½ miles below the City of Pensacola. Pensacola Bay has, inside the entrance, a channel depth of from 27' to 50' up to the City of Pensacola and a depth of 20 feet at its junction with Escambia and East Bays. While the bar channel is exposed to heavy seas and is maintained by dredging, the Bay channel is protected and requires no dredging except along side of docks. In short, Pensacola is a natural harbor and requires no maintenance except at its very mouth. This makes the dredging cost to the government small and compares extremely well with other ports of this section, as shown by the table on the following page which gives comparative data on five competitive ports.

The Port of Pensacola has an authorized channel depth of 30 feet, with a minimum width of 500 feet. The depth along side the piers will be found in the description of the piers and wharves later in this report.

Below is given the yearly expenditures by the government for the maintenance of Pensacola harbor for the 10 years from 1917 to 1926 inclusive, which amounts in total to \$270,453.46 or a yearly average of \$27,045.35.

1917	\$29,079.70
1918	7,871.99
1919	1,510.82
1920	16,741.80
1921	48,032.56
1922	84,666.38
1923	30,375.63
1924	26,382.50
1925	10,423.63
1926	15,368.45

TIDES

The mean range of tide near the entrance of the harbor is one and four-tenths feet, while at the head of the bay it is about 4 feet. Except during

COMPARATIVE COSTS OF UPKEEP AND NEW WORK ON FIVE HARBORS

Year	Jacksonville	Mobile	New Orleans	Pensacola	Tampa
MAINTENANCE					
1921	\$367,407.96	\$190,952.00	\$ 306,040.89	\$48,032.56	\$50,252.27
1922	257,400.03	227,335.17	455,425.32	84,666.38	26,546.24
1923	336,808.43	233,816.42	589,457.72	30,375.63	50,000.00
1924	467,364.78	234,712.23	931,895.21	26,382.50	-----
1925	484,297.70	219,122.53	765,916.29	10,423.63	-----
NEW WORK					
1921	-----	50,678.08	1,076,223.71	-----	287,309.46
1922	29,587.90	32,653.38	343,957.26	-----	359,265.01
1923	-----	45,953.23	1,340,878.97	-----	252,090.26
1924	109,385.60	73,753.49	275,191.90	-----	389,699.14
1925	96,913.40	50,891.42	111,773.65	-----	355,401.91

NARROWEST WIDTH AND SHOAL DEPTH OF CHANNEL

300 feet	30 feet	300 feet	30 feet	200 feet	500 feet	30 feet	200 feet	27 feet
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ESTIMATED MAINTENANCE COSTS FOR 1927

350,000.00	315,000.00	245,800.00	34,000.00	90,000.00
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APPROXIMATE MILEAGE FROM INNER HARBOR TO OPEN WATER

28	40	110	7.5	26 to 31
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storms the extreme ranges are from 3 to 4 feet. The direction and force of the winds have a great influence on the tides and therefore they are irregular. Hurricanes occasionally greatly raise the tide level and during the winter months northers often depress the water surface below mean low water.

The currents vary with the force and direction of the winds and are sometimes apparently suspended or reversed by heavy gales. The main body of the flood enters the channel with a normal velocity of one-half to two knots.

Pages 1 to 7 of the Appendix give complete meteorological data for this vicinity.

ANCHORAGE

In the harbor of Pensacola there is only one area restricted from anchorage, which is between a line from Fort Pickens to Fort Barrancas and a line from Fort Pickens to Fort McRae. There is good anchorage anywhere in the bay except abreast the Naval Air Station but the usual anchorage is abreast the City of Pensacola. As is usual, the anchorage is directed by the harbor master, who makes these assignments. There are no mooring buoys in the harbor which necessitates ships either anchoring or tying up to a wharf. The average depth of water in the harbor at mean low tide is 32 feet. There are $7\frac{1}{2}$ square miles of anchorage with a depth of 35 feet and over and 19 square miles with a depth of 20 feet and over. The holding ground is good but in case of hurricanes, it is better for ships to seek other protection.

WEATHER CONDITIONS

WINDS

The prevailing winds are southeasterly in spring, southerly in summer, northerly in fall and northerly and easterly in winter. The strongest winds are southerly in summer and northerly in winter. Southeast gales, which are liable to occur at any time during the year, are dangerous to shipping along this coast. Northers frequently follow southeasters. These storms from the north are most severe in winter, but are not dangerous to large vessels at

anchor. They come with short warning and their duration may be from one to four days while the temperature may drop to 18 degrees F.

West India hurricanes, from eastward of the Windward Islands or from the Carribean Sea, enter the east Gulf usually during the months of June, July, August, September, October and November. As such a storm moves westward in the lower Gulf, easterly winds prevail along the upper Gulf coast, becoming stronger with rapidly falling barometer as the storm moves northward. The storm field of cyclonic nature advances from five to fifteen miles an hour, covering a circular area from 100 to 300 miles in diameter. Shipping and property in or near the center of a hurricane seldom escapes without some damage or destruction. For further and more detailed information on weather in general and storms see Article IV of this report.

FOGS

With southerly breezes there is considerable fog during the early spring months; northerly breezes clear it away. This fog condition is prevalent in all southern Gulf ports but the average conditions are better than in the more northern ports.

RAINS

With slight variations the rain is more or less evenly distributed over the entire year; however, there is a slightly greater fall in July and August with less in April, May and November.

TEMPERATURE

The mean annual temperature is 67.7 degrees F. For more detail information see Pages 1 to 3 of the Appendix of this report.

HEALTH CONDITIONS

The health conditions in the city are good. The city has artesian water and the chemical analysis show that it is exceptional for drinking, steam making and other purposes. For more thorough information on this subject, see Pages 17 and 18 of Article VI. and "Hospital and Medical Facilities" and "Sanitation" on Pages 26 and 28 respectively under Article VII. of this report.

BRIDGES

The main ship channel is unobstructed by bridges.

FEDERAL HARBOR IMPROVEMENTS

The original project for the improvement of the harbor was authorized by the River and Harbor Act, approved June 18, 1878, subsequently amended and modified by the River and Harbor Acts of August 18, 1894 and March 3, 1899.

The existing project, authorized by the River and Harbor Act, approved June 13, 1902, provides for securing a channel 30 feet deep at mean low water, and 500 feet wide from the Gulf of Mexico to the dock line at the east end of the City of Pensacola.

Channels, 30 feet deep, were required to be dredged for a distance of 10,000 feet through the outer bar and 1,200 feet through the inner bar. This project was completed in 1915.

On June 30, 1921, the controlling depth in the channel was 30 feet, with a minimum width of about 500 feet. The net result of the improvement has been an increase in depth of about 8 feet over the bar at the mouth of the harbor, permitting vessels of deeper draft to enter. See table on Page 84. The last dredging was done in 1925.

There can be no question that the attitude of the Federal government is such as will assure the Port of Pensacola every improvement as the need arises.

OWNERSHIP OF WATERFRONT

From Bayou Chico to Bayou Texar there are approximately 17,000 lineal feet of shore-line in Pensacola, of which the city owns approximately 9,400 lineal feet. The ownership of the entire shore line is shown in the following table.

City	9,400 Lin. Ft.
L. & N. Railway	750 Lin. Ft.
Private Corporations	3,917 Lin. Ft.
Frisko Lines	1,085 Lin. Ft.
Private Individuals	1,500 Lin. Ft.
Gulf Ports Terminal R. R.	400 Lin. Ft.
	<hr/>
	17,052 Lin. Ft.

Bayou Chico, which has a shore line around its main body of approximately 14,000 lineal feet, is owned by private corporations.

The shore property from Bayou Chico towards Gulf Beach is owned by individuals and for the most part is used for residential purposes.

The shore line around Bayou Texar is largely owned by individuals and is principally used for residential purposes.

None of the waterfront owned by the city is improved with piers except that portion lying at the foot of Palafox Street, where the Palafox Street Dock is located.

The developed portion of the harbor consists of lineal frontage of about seven and four-fifths miles. Fifty-six per cent has a water depth of 28 to 30 feet; thirty-nine per cent a depth of 18 to 25 feet and five per cent has a water depth of 10 to 18 feet.

COAST GUARDS

The United States government maintains, on Santa Rosa Island, a life saving station for the protection of life on ships traveling along the coast. It is a small but efficient station such as the government maintains all along its coast.

The Treasury Department maintains a small corps of men and a small coast-guard boat for revenue service.

XVIII. PORT AND HARBOR CONDITIONS—RECOMMENDATIONS FOR FUTURE

As seen from our previous comparisons of the Port of Pensacola with that of Tampa, Jacksonville, Mobile and New Orleans as regards cost of maintenance, depth of channel, width of channel, anchorage, distance to bar, etc., Pensacola is far in the lead as to advantages. In spite of this fact, the gross tonnage of imports and exports of each of these other ports exceed those of Pensacola by a wide margin, as is fully shown hereinafter. Therefore, it appears that the present conditions of the harbor, exclusive of dock and shore facilities, if properly maintained as at present, are sufficient for a great many years to come. Attention is invited to the discussion of dock and waterfront improvements on Page 110 of this report.

XIX. PORT CUSTOMS, SERVICES AND CHARGES (FEDERAL)

General Regulations: The port is open from 8:00 A. M. to 5:00 P. M. Vessels may enter the harbor and anchor at quarantine at all hours. They are visited for official inspection at any place in the harbor. Vessels may clear between the hours of 9:00 A. M. and 5:00 P. M. The custom house is open only until 1:00 P. M. on Saturdays. Clearances are effected by the U. S. Deputy Collector of Customs.

FEES FOREIGN TRADE ENTERING

Survey (100 tons or over, dutiable cargo)	\$3.00
Survey (under 100 tons, dutiable cargo)	1.50
Survey (if in ballast or with non-dutiable cargo)	.67
Entering (100 tons or over)	2.50
Entering (under 100 tons)	1.50
Certificate of payment tonnage tax (for foreign vessels)	.20
Post entry to manifest	2.00

FEES FOREIGN TRADE CLEARING

Clearance (100 tons or over)	\$2.50
Clearance (under 100 tons)	1.50

TONNAGE TAX—FOREIGN

Based on country vessel arrives from, either 2c or 6c.

TONNAGE TAX—COASTWISE

Entry of foreign vessels coastwise	\$2.00
Clearance of foreign vessels coastwise	\$2.00

TIME LIMITS FOR UNLOADING

There is no limitation on the time a vessel may lie at anchor in the harbor. The only limitations on loading or unloading are those made by railroads at their own docks. See Terminal Tariffs, Pages 34 to 38 of the Appendix.

CUSTOM HOUSE RECEIPTS

For complete information regarding custom house receipts by years, See Pages 41 and 42.

FOREIGN CONSULS AT PENSACOLA

Argentina	J. H. Pierpoint, Consul, American National Bank Building.
Belgium	H. Hilton Green Vice Consul, American National Bank Bldg.
Brazil	Val S. Noa, Vice Consul, West Intendencia Street.

FOREIGN CONSULS AT PENSACOLA, CONTINUED

British	W. D. Howe, Vice Consul, American National Bank Building.
Denmark	C. McKenzie Oerting, Vice Consul, South Palafox Street.
French	Geo. W. Howe, Vice Consul, American Bank Building.
German	Gerhard Rolfs, Vice Consul, Pensacola Gas Works.
Netherlands	H. H. Green, Vice Consul, American Bank Building.
Norway	A. Zelius, Jr., Vice Consul, 619 South Palafox Street.
Spanish	J. Gariga, Consul, American National Bank Building.
Sweden	G. McKenzie Oerting, Vice Consul, South Palafox Street.
Uruguayan	M. Roca, Vice Consul, American National Bank Building.

NOTE: Mexican ships must clear from Pensacola by mail or wire.

PUBLIC HEALTH SERVICE

QUARANTINE

The quarantine station is located on Santa Rosa Island, north of Little Sabine Bay and southeast of Deer Point, at the entrance to Santa Rosa Sound. Vessels are boarded by the doctor anywhere in the harbor south of the wharves at Pensacola, between sunrise and sunset.

The exclusion from the United States of diseases that are quarantinable, such as cholera, plague, yellow fever, typhus fever, smallpox, leprosy and anthrax is affected through the inspection, aboard vessels, of their crews, passengers and cargoes, by the medical officer. They are also inspected, detained and treated by officers of the quarantine station. These stations are provided with adequate equipment and personnel, for the effective treatment of such vessels and contents when infected, or suspected of being infected with diseases subject to quarantine.

With the exception of vessels from certain Canadian, Mexican and Cuban ports and certain United States naval vessels, all vessels arriving at American ports from abroad must, before entering, present to quarantine officers for examination, bills of health, supplemental bills of health, passenger and crew lists, clinical records, cargo manifests and necessary disinfection certificates, ships logs and inspection cards.

Quarantine inspection is required of all vessels arriving from abroad with the foregoing exceptions; from all vessels with sickness aboard, and all

vessels from domestic ports where cholera, plague or yellow fever prevails, or where smallpox or typhus fever prevails in epidemic form. Inspection shall be made between sunrise and sunset, except in case of vessels in distress or carrying perishable cargoes, and certain regular line vessels.

Vessels with contents and personnel shall be placed in quarantine for treatment if considered necessary by the quarantine officer. Vessels shall remain in detention until free from infection, when they will be granted a free or provisional pratique to enter port. Passengers and crew may be detained for a longer or shorter period than the vessel, according to circumstances.

A departing vessel, foreign-bound, must obtain a consular bill of health from the consul of the foreign country of destination and from the officer of the Public Health Service, or in his absence, from the Collector of Customs, a port sanitary statement indicating the number of cases of certain diseases and the deaths therefrom at the port of departure, during the two weeks prior to sailing, for presentation to the quarantine officer at the first foreign port of call.

The port doctor's fees are as follows:

Boarding and Inspection of vessels of 500 tons or over	\$10.00
Boarding and Inspection of vessels of under 500 tons	2.00
Inspection of the first 500 passengers	5.00
Fumigation per 1,000 Cubic Feet, Labor \$1.00 per man per hour extra	1.45

HOSPITAL

The Pensacola Hospital, located at 12th Avenue and Gonzales Street, is open to seamen.

IMMIGRATION SERVICE

The immigration laws of the United States, while including within their jurisdiction persons of every nationality arriving at seaports of this country from abroad, either as passengers or as seamen, are designed primarily to regulate the entry into the United States of persons of alien nationality; that is, persons who are not bona fide American citizens by birth or naturalization, or citizens of American insular possessions.

The law specifies what class of aliens shall be excluded and provides for the examination of intending immigrants prior to their arrival in this country. It forbids any person, including masters of vessels, from bringing into or landing in the United States any alien not entitled to enter or reside here. It also requires that as soon as possible, after such an unlawful landing is made, that the party brought in shall be returned in the ship bringing him into the country, from whence he came. The cost of maintenance on land and the cost of the return shall be borne by the vessel bringing him.

Immigration officers shall board arriving vessels bearing aliens and are to proceed immediately with the inspection or order their temporary removal for later inspection. All the expenses for removal or maintenance, pending decision as to eligibility of admission, are to be paid by the vessel. Masters of such vessels shall deliver to boarding immigration officers the following documents: Descriptive list of United States citizens, descriptive list of alien passengers, descriptive list of Chinese passengers (if any), descriptive list of aliens in crew, specifying those to be paid off and discharged in port of arrival, descriptive list of Chinese seamen and crew (if any), and ships surgeon's report of diseases, injuries, births, deaths among passengers at sea.

CUSTOMS SERVICE

The custom house is located on Palafox Street about a half-mile from the water front and is open from 9:00 A. M. to 5:00 P. M. except on Saturdays, when the hours are from 9:00 A. M. to 1:30 P. M. There is no custom warehouse in Pensacola. There is no haulage of cargo from ship to custom house except possibly a small quantity of small package goods for which the owner is responsible. There is no licensed customs drayman in Pensacola, the freight being handled by the custom inspector at ship side, who is on duty from 8:00 A. M. to 5:00 P. M. By special arrangements the port hours can be extended and these conditions, together with the costs, are regulated by the customs regulations.

The customs regulations are made by the United States government and are the same for all the ports in the United States; therefore, it is not necessary to give here a summary of them.

XX. PORT SERVICES AND CHARGES (OTHER THAN FEDERAL)

PORT ADMINISTRATION

The port is under the direct supervision of the Harbor Master who is nominated by popular vote and appointed by the governor of the state. The harbor master designates the location for anchorage of all vessels and is authorized to designate the wharf space to be assigned, though he seldom asserts this authority, leaving this to the wharf master. The statutes governing pilotage at the ports within the State of Florida are found in Section 1292 to 1321, General Statutes of the State of Florida, 1906, as amended by Chapter 6206, Acts of 1911; Chapter 6493, Acts of 1913; and Chapter 6942, Acts of 1915. The law provides for a Board of Pilotage Commissioners for each port in the state, each Board to consist of five members, appointed by the governor, by and with the consent of the Senate. Each Board of pilotage Commissioners is given full power to make rules for its own port and for the discharge of its duties. In no case, however, can any board adopt rules that conflict with any statutory requirements or with the rules of the State Board of Health.

FIRE PROTECTION

Pensacola owns no fire boat but all of the principal piers and wharves are within easy reach of the city fire system and a few of them have additional booster systems of their own. More detailed information can be obtained from Page 39 and 54 of the Appendix which gives complete tabulated data on piers and wharves in Pensacola.

In general, the fire protection on the various wharves may be grouped as follows:

THOSE WITH CITY PRESSURE ONLY

Pensacola Shipbuilding Company's Wharf
Tarpon Wharf
Palafox Street Wharf ..
Frisco Pier No. 1
Frisco Pier No. 2
Frisco Pier No. 3
Baylen Street Wharf

THOSE HAVING CITY PRESSURE AND BOOSTER SYSTEMS

Bruce Drydock Company's Wharf
Tarragona Street Wharf (L. & N.)
Commandancia Street Wharf (L. & N.)
Central or Jefferson Street Wharf (L. & N.)
Muscogee Wharf (L. & N.)

THOSE HAVING CHEMICAL EXTINGUISHERS ONLY

Sherrill Company's Terminals Wharf

PILOTAGE

For vessels drawing six feet of water or less, pilotage is optional, if such vessels have a coastwise license. It is compulsory for all vessels drawing over six feet. The pilotage charges are fixed by the State and are as follows:

Loading general cargo:	Per ft. draft.
Vessels with less than 6 ft. draft	\$2.00
Over 6 ft. and under 10 ft. draft	3.00
Over 10 ft. and under 14 ft. draft	4.00
Over 14 ft. and under 20 ft. draft	5.00
Over 20 ft. draft	6.00
Loading bunker coal:	Per ft. draft
Vessels with less than 8 ft. draft	\$1.00
Over 8 ft. and under 10 ft. draft	1.50
Over 10 ft. and under 13 ft. draft	2.00
Over 13 ft. and under 16 ft. draft	2.50
Over 16 ft. draft	3.00

DOCKAGE

Dockage charges are in addition to the charges for storage and handling. Dockage charges at the Louisville & Nashville Railroad Company's piers and the Frisco System's (M. S., B. & P. Ry. Co.) piers will be found in detail on Pages 34 to 38 of the Appendix of this report, and in general under the caption of Dockage Charges under Transportation Facilities, Article XXV. Attention is invited to the fact that the schedule of tariffs of the M. S., B. & P. Ry. will shortly be revised by the Frisco System. The dockage charges are as follows:

STEAMERS—One-half cent per net registered ton per day or fraction thereof; Sundays and legal holidays excepted. Minimum charges \$3.00.

SAILING VESSELS AND OTHERS—Three-tenths cent per net registered ton per day and fraction thereof; Sundays and legal holidays excepted. Minimum charge \$3.00.

BARGES OR LIGHTERS ALONGSIDE DOCKS—Three dollars per barge or lighter.

No charge is made for vessels loading bunker coal.

TOWAGE

Rates for tugs are as follows:

Square-rigged Vessels:

For round towage	30c per gross ton
Loaded both ways	35c per gross ton
Minimum tow	\$50.00
City to or from Quarantine	5c per gross ton
Extra move in harbor	4c per gross ton
Minimum tow	\$15.00

Schooners:

Round towage	25c per gross ton
Loaded both ways	30c per gross ton
Minimum tow	\$50.00

Steamers:

Moving in harbor	3c per gross ton
Minimum move	\$50.00
Assisting steamer, stream to wharf, or wharf to stream	\$50.00

NOTE: By round towage is meant inward towage, two harbor moves, and towage to sea, one towage to be light.

MISCELLANEOUS CHARGES FOR SPECIAL SERVICES

Harbor Master's fee 1c per ton, net limit	\$20.00
Pilot, docking vessel	10.00
Pilot, undocking vessel	5.00
Lighters delivered alongside vessel at dock	3.00
Timber delivered alongside vessel at dock, per stick	.05
Checkers, per day	3.00
Night Watchmen, per day	3.00
Two floats required for each vessel to breast her from docks, each per day	2.00
For placing and taking away floats, each	3.00

Weighing per man per day	5.00
Mooring	10.00
Unmooring	5.00
Harbor Master's fee, bunker vessel $\frac{1}{2}$ c per ton, net limit	10.00

Individual agreements made with owners govern the following charges when vessels are in charter service: brokerage fees, cargo-inspection fee, charges for making bills of lading and shipping documents, and ship-brokerage fees.

LIGHTERAGE

In Pensacola the great bulk of import and export shipments are handled directly from docks to ships and from ships to docks. There are sufficient docks to take care of the present shipping, so there is practically no loading from lighters in midstream. However, some lightering is done on the outboard side of ships lying along piers, in order to hasten loading. The commodity principally handled in this manner is lumber. The rates charged for lighterage are as follows:

For lumber	75c per 1,000 Bm.
Other commodities by agreement	
Rental on 150 ton barges for use in harbor, per barge per day	\$10.00
Shifting charges on barges	\$3.00 to \$5.00

FREIGHT HANDLING MACHINERY

There is no machinery in this port used for handling freight from ship to dock or from dock to ship. This work is done entirely with ship tackle or by hand. There are available for use, at the L. & N. Piers and the Frisco Piers, several locomotive cranes. The Frisco pier has open track on the south side of Pier No. 2, where these cranes can be used to advantage if the necessity arises, as they can also from Pier No. 3. The L. & N. has open track on the Tarragona Street Wharf and the Central or Jefferson Street Wharf. The L. & N. has three electric piling machines for package or baggage storage, and three electric trucks for wharf truckage in sheds.

Stevedores usually place one gang to each hatch, and the average tons of general cargo handled per hatch per hour is 20 tons. This varies with the

commodity as does the unit price. For information concerning stevedoring rates on various commodities see Page 55 of the Appendix

The Frisco coaling pier is a 600 ton per hour capacity traveling plant. which permits a ship to completely coal from one location. It consists of a traveling tower, from which coal passes in covered chutes to the hold of the ship. The tower is fed by an endless rubber conveyor belt from the coal pit. Since the wrecking of its tipple the L. & N. coaling pier at present has eleven chutes into which coal is dumped directly. It is now reconstructing its pier for the installation of a new tipple of rotary car dumping type, of 600 ton capacity. This tipple will also be used for coal tar pitch until traffic justified the addition of a second tipple for which the foundation is being placed at this time. For more detailed information concerning dock facilities see the descriptions under Piers and Wharves, Article XXII, and the Appendix Pages Nos. 39 to 54 respectively giving complete tabulation of all dock facilities.

When the cargo arrives prior to the ship, it is stored in a warehouse until the ship's arrival. It is then loaded by ship tackle or by hand. A great deal of business is handled directly from car to ship. At the Commandancia and Tarragona Street wharves the double-deck sheds allow unloading and loading of vessels simultaneously, thereby saving time.

LABOR

The longshoremen in the port are organized and at present there are approximately 250 men available. This number is ample to take care of the present needs and should the necessity arise, more men are available. The foremen draw \$1.00 per hour and the men 70c per hour. They have an agreement with the United States Shipping Board which is private and unavailable for this report, but some of the flat rates for various commodities are found on Page 55 of the Appendix.

Checking and Tallying. The ship and consignee's agent employs checkers, either individuals or through a transfer company, and these people are employed, as a rule, only when ships are loading and unloading. The railroad checkers act at railroad sheds.

The receipts given the ship for inward cargo is a bill of lading passed by consignees or authorized agent. The receipt on outward cargo is given by the steamship company in the form of a bill of lading.

XXI. FUEL AND SUPPLIES

SHIP CHANDLERY

Supplies of all kinds can be purchased in the port from wholesale and retail stores. The largest dealers in ship and engine room supplies are:

The Bruce Drydock Company

Pensacola Shipbuilding Co.

McKensie Oerting Company

Alex Zelius

Ray Hardware Company

SAIL MAKERS

The two largest firms that make sails are the Southern Tent and Awning Company, and E. Gautesen and Company.

General supplies are reasonable in price at this port and compare favorably with all competitive ports.

ELECTRIC POWER

Electric current is furnished here by the Gulf Power Company, which furnishes current in the following voltages: 13,000; 6,600; 4,000; 2,200; 550; 220; and 110. The current available at various piers is shown on Pages 39 to 54 of the Appendix. For rates and further details see Pages 23 and 24 of the Appendix and Article XI.

WATER SUPPLY

Practically all the piers in the city have an unlimited supply of artesian well water. The plant owned by the city has a maximum pumping capacity of 4,500 gallons per minute. This water is suitable for any purpose; drinking, steam making, and any public use. A chemical analysis of this water can be found on Pages 30 and 31 of the Appendix. For available supplies at various wharves and piers, see Pages 39 to 54 of the Appendix. The usual charge for water is 12½c per 100 gallons.

PROVISIONS

There are numerous retail and wholesale stores in Pensacola that deal in provisions and food supplies, and the prices compare most favorably with

those in other ports. See comparison of good prices on Pages 11 and 12 of the Appendix.

OIL BUNKERING

Pensacola does not compete, as an oil bunkering port with Port Arthur, Galveston or New Orleans, although it is sometimes claimed that prices are competitive with these ports. The only oil bunkering terminal at Pensacola is the Sherrill Terminal Company, which brings refined oil, fuel and bunker oil from the Pure Oil Company at Smith's Bluff, Texas, by tankers. They carry heavy fuel oil for burning under boilers, and light fuel oil for Diesel motors. The prices are made by contract, but an average price for fuel oil, from 1921 to 1926, may be said to be around \$1.50 per barrel of 42 gallons. Page 56 of the Appendix gives the amount of oil bunkered at Pensacola by years, from 1921 to 1926, and from January to June of 1927. The Sherrill Terminals have one pier with pipe line and storage tanks for 6,700,000 gallons, but these are used for the various by-products they bring in as well as for bunker oils. For a full description of facilities see Page 49 of the Appendix.

COAL BUNKERING

The L. & N. and the Frisco have one terminal each at this port for the handling of coal. The Frisco's terminal is in excellent condition, and while the L. & N.'s will equal it when the present program is complete, and surpass it if the program for the additional tipple is carried through, however, it is not at present in good operating condition. A complete description of each pier will be found on Pages 42 to 48 of the Appendix, together with depths of water available, etc. The capacity of the Frisco pier is 600 tons per hour and the L. & N.'s will be the same when the work now going on is completed.

Excellent grades of coal are obtained from the Alabama fields, the best grades being 14500 B.T.U., 8% ash and very low in sulphur.

Pensacola and Mobile are the same rail distances from the Alabama coal fields and consequently have the same rail rate on coal, which is \$1.80 per ton. New Orleans takes a rate of \$2.25 and \$2.30. This fact, together with the natural harbor and short distance to the open Gulf, which is one hour's

round trip time against Mobile's twelve hours, and the exceptionally reasonable port charges, make Pensacola the logical bunker port of the Gulf. Pensacola is only equalled by one American port for desirability as regards coal bunkering, which port is Norfolk, Va.

There is at Goulding, just outside the city limits, a local coal storage yard which has a capacity of 30,000 tons. The coal stored at this point is kept in reserve in case of strikes, etc., assuring ships prompt service at all times.

Depending on grade, bunker coal sells for \$4.30 to \$5.15 per net short ton, F. O. B. vessels under chutes, and takes 25c extra for trimming.

Under normal conditions ships enter and leave the docks without aid of tugs.

For record of tonnage by years, see table on Page 56 of Appendix.

BALLAST

There is no ballast offered at the port of Pensacola.

In summary, it may be said that Pensacola offers, with the exception of an attractive oil bunkering rate, the cheapest port of call on the Gulf, from the following standpoints of purchase price of material and supplies, charges at the port, time consumed in entrance and exit and the fact that tugs are not required to berth and unberth or convoy to bar.

XXII. PRESENT PORT AND HARBOR FACILITIES

PIERS AND WHARVES

There are at present 16 piers and wharves in Pensacola. These are in various stages of repair, ranging from perfect condition to more or less totally unusable. The total lineal footage which is either in usable condition or in such condition as could be made usable on short notice is 28,659. Of this amount 19,867 lineal feet are actually usable at the present time. Some dock work is being done at present and some owners are now considering repairs to other docks. Therefore the figure is a constantly changing one.

The depth of the water at these piers varies from ten to thirty feet.

All of the piers are of wood pile timber construction or of filled-in wood pile bulkheads, with the exception of that of the Pensacola Shipbuilding Company, which is a marginal wharf with wood pile bulkhead. Of these piers and wharves, two are owned by the city, one of which is used for the landing of small boats on one side and is rented to the Saunders Fish Company on the other. The second is leased to small coastwise shipping companies. There are eight piers owned by railroads, three of which are used for general cargoes; two used for lumber and logs; one exclusively for coal; one for coal and lumber and one, the Perdido Wharf, owned by the G. P. T. R. R., which is obsolete and a complete wreck. Seven wharves and piers are owned by private corporations; two of which are used for ship-fitting; two for fishing; one which is not yet completed; one for handling petroleum products, and one which is completely unusable. With the exception of the Perdido Wharf, Sullivan's Wharf and the Saunders Wharf, all have railroad connections.

The Louisville & Nashville Railroad Company owns the Muscogee Wharf located at the east end of the harbor, where are the present coal handling facilities of the company. This wharf is also the site of the building of their new rotor car dumping type coal tipple which is to be on the west side of the wharf. The east side of this wharf is of different elevation and is used for loading lumber into ships. It is approximately 2,440 feet long and 120 feet across the head with 30 feet of water at M. L. W. It also owns the Tarragona, Commandancia and Central or Jefferson Piers.

Tarragona Pier has a transit shed on one side, is double-decked and the east side is an earth filled bulkhead with a number of open tracks. The shed is used for storage of fertilizers and general freight and for loading general freight, while the east side is used for the loading of lumber. It is 1,920 feet long and 140 feet across the head with 30 feet of water at M. L. W.

The Commandancia Wharf is double-decked and is used for general freight loading and unloading at the two levels. It is 2,065 feet long and 108 feet across the head with a depth of water of 30 feet at M. L. W.

The Central Wharf is used for lumber primarily and is partially destroyed; the east side of this pier, however, is in good condition and is used. Its length is 300 feet and across the head 42 feet; the depth of water is ten feet to twenty-eight feet at M. L. W.

The Frisco Lines own three piers. Number 1 is used for coal bunkering, where the 600 ton per hour traveling tower tippie is located. This pier is 600 feet long, 30 feet across the face, and the depth of water is 30 feet at M. L. W.

Pier Number 2 has a transit shed 900 feet long and is used for general cargo. The pier is 1,200 feet long and 136 feet across the head with 30 feet depth alongside at M. L. W.

Pier Number 3 is used primarily for loading lumber and naval stores and is 900 feet long and 22 feet across the head. The above three piers are all either brand new or have been completely rebuilt within the last year.

The P. M. & O., otherwise known as the Gulf Port Terminals Railway Company, and which is now no longer operating, owns the Perdido Wharf. This pier has been completely destroyed and only a mass of loose riprap remains. It is understood that the Frisco System will shortly take over this property and will rebuild it as its traffic increases.

The two municipal piers previously referred to are used only for smaller coastwise boats and fishing boats.

The Bruce Drydock Company owns a partially destroyed pier which they use for ship-fitting. Originally it was L shaped, 716 feet by 30 feet on the main end and 271 feet by 20 feet on the wing, but during the 1926 storm it was partially destroyed by being rammed by a ship, so that now only about 450 feet of it is usable. This pier has deep water on only one side which has a depth of 20 feet at M. L. W.

The Saunders Fish Company is building at the foot of the Palafox Street Pier, a small wharf for their fishing smacks. It is built of wood bulkhead with earth fill.

On Bayou Chico the Pensacola Shipbuilding Company has a marginal wharf of 3,620 feet long which is an earth fill protected by a wood bulkhead. The depth alongside is 12 feet to 15 feet at M. L. W.

Sullivan's Wharf is nothing but a mass of rip rap used to tie up log and lumber rafts.

The Baylen Street Wharf, owned and operated by the Warren Fish Company is 400 feet long by 30 feet across the head, and is used for its business.

The Sherrill Terminals Company Wharf is 600 feet long and 16 feet across the head. This wharf is in good condition with 30 feet of depth at M. L. W. It is used for bunker oil and discharging petroleum products.

For full detail information regarding depth at piers, sizes, purposes used for, facilities and condition of structures, see Pages 39 to 54 of the Appendix.

GRAIN ELEVATORS

Several years ago at a time when they were having some difficulty getting certain concessions from the City of Mobile, the Louisville & Nashville Railway Company constructed, at the port of Pensacola, a grain elevator. This elevator had been used for the loading of only a few ships when Mobile granted the concessions wanted and the local elevator ceased to be used. Some time later a storm tore the top from the elevator and shortly after that it was dismantled. Since then the port has had no elevator. This condition will probably soon be remedied due to the coming of the Frisco Railway into the port of Pensacola. This railroad is distinctly a grain carrier, and with its close relationship to the Chicago, Rock Island & Pacific Railroad, which is also a large grain carrier, many shiploads of grain will undoubtedly be handled from this port.

WAREHOUSES—DRY AND COLD STORAGE

Pensacola at the present time has limited cold storage facilities. While these seem ample to supply the city's needs, more capacity will be necessary

to provide for the future development of the city as a distributing center. The cold storage facilities now in operation in the city are as follows:

The Florida Power and Light Company owns the only storage that is open to the public and it supplies the bulk of the demand for ice in the city. Its three cold storage rooms with a capacity of one car to one and one-half cars are new additions and as yet are not fully utilized; however, they have additional space, and should business warrant they will build more rooms. The rooms are used to handle various commodities, such as local meats, etc. The ice plant has a capacity of 200 tons daily with 1,000 tons of storage capacity. This ice is sold both wholesale and retail.

The Saunders Fish Company produces 35 tons of ice daily, some of which is sold to retail trade. In its cold rooms they store fish only.

The Warren Fish Company has a cold and freezing room used for storage of fish alone.

Swift & Company has a five-ton cooler for the storage of its products.

The Pensacola Dairy retails some ice and has storage space for its milk and dairy products.

Pensacola's dry storage space is ample for the city's present needs as regards space, but not as regards conditions; neither is it ample to permit of wide expansion in port trade. This is a condition, however, that will right itself as business develops.

The Ferris Warehouse and Storage Company has an available space of 30,000 square feet used for general merchandise. The rates on storage vary, but meet prevailing low prices.

The Pensacola Compress and Storage Company has 45,000 square feet of available storage space for storage of cotton, which is equivalent to 7,500 bales. Its rates are by contract and are not for publication.

The Southern Cotton Oil Company has approximately 6,000 square feet of storage space under shelter for the storage of its own products.

BULK FREIGHT AND OPEN STORAGE

The Louisville & Nashville Railroad Company has two and one-half acres of open storage at their coaling terminal, two acres at their freight terminals, two acres in the Pensacola Freight yards, sixty acres in the Goulding Freight yards and one acre at their freight house.

The available open storage owned by the Frisco is two acres at Water-front Terminals and one acre at the freight terminals. Just outside of the city, the Frisco owns quite a large tract of land which at present has but one track on it. Some of this land may be available for open storage if the demand arises.

The Pensacola Warehousing & Storage Company has at present six acres in use storing naval stores, and in addition ten acres lying idle for which there is no use at present.

Pensacola has quite a few lots and extremely small tracts used for storage of various articles and there are a number of open spaces in and about the city which possibly would be available if the necessity arose.

DRYDOCKS

The Bruce Drydock Company has the only drydock in Pensacola. The facilities offered by this company are:

BRUCE DRYDOCKS

Pier	The ship-fitting pier is L shaped, the main part 675' long and the outer arm 300' long. The upper part of this pier is badly damaged by storm and decay especially so on the outer end, but is still used by the company. It contemplates repairs at an early date. The pier was built for docking on one side only and gave a berthing of 975' when in good condition, but now is available only for a length of approximately 450'. The depth of the water at this pier is 20' at M. L. W.
Floating Dry Dock	The main floating dock is 380' long and 94' wide with 72'-2" clearance and 18' of water over 4' keel blocks. This dock will handle vessels as large as 6,000 tons displacement or 13,000 tons dead weight carrying capacity. This dock is in good condition and in daily use.

The secondary floating dock is made in five sections and has a lifting capacity of 1,200 tons. It is 176' long and 50' wide, has a clearance of 44' and 12.5' of water over 4' keel blocks. This dock is at present out of commission but having been sunk repairs are contemplated in the near future.

Channel	The main entrance channel has a depth of 20' and the channel at the dry dock has a depth of 35' at M. L. W.
Plant Machine Shop	The machine shop is 40' wide, 207' long and of steel and concrete construction. The equipment consists of lathes, presses, key seaters, millers, planers, shapers, cutters, power saws, pipe machines, punchers, shears and air compressors.
Boiler Shop	The boiler shop is 40' wide, 112' long and of the same construction as the machine shop. The equipment consists of steam hammers, bending floor and power plate bending rolls.
Wood Working Shop	The wood working shop is of the same construction as the above. The equipment in this shop consists of pony planer, band saw, roller bed and saw mandrel.
Foundry	The foundry does cast-iron and brass work. The equipment consists of two cupolas, flasks and necessary equipment together with complete pattern making machinery.
Store Room	There is carried here a \$40,000.00 stock including miscellaneous ship materials, plates, valves, railroad, sawmill supplies and general merchandise.

The Bruce Drydocks Company solicits work from Charleston, S. C., to Galveston, Texas.

Basis of charges; rate for dock days 16c; rates for lay days 14c; rate for hauling out included in charges for dock days. No reduction is made in charges when more than one ship enters dock at a time.

SHIPBUILDING

There is a shipbuilding plant at Pensacola but this plant has not been used for this purpose in several years and is now being used for machine work of various kinds and for ship chandlery purposes. The following is a description of existing facilities offered here and their condition.

PENSACOLA SHIPBUILDING CO.

Docks	The wharf is of earth filled bulkhead construction and has a total frontage of 3,620' and the bulkhead is 2.5' above M. L. W. with a water depth of 12' to 15' at M. L. W. The bulkhead is in good condition and the earth fill is in pretty fair shape.
Berths	There are 5 building berths, each 417' long and 1 outfitting dock which will accommodate 3 vessels, each 400'. There are 5, 15-ton, 1, 25-ton and 1, 75-ton capacity electrically operated traveling gantry cranes located directly back of the launching ways. The ways are in very bad shape, all of the sills being badly decayed and all of the fitting sheds unroofed and unusable. The air lines would all have to be overhauled before use, as would the cranes, tracks, etc.
Channel	The plant is 4,000' from deep water in Pensacola Bay with which it is connected by a channel of 13.5' in depth.
Plant Boiler Shop	The boiler shop has a capacity of 3,000 H. P.
Machine Shop	The machine shop has a traveling electric crane. The equipment consists of lathes, planers, and boring mills of sufficient capacity to handle any work required on a 9,000 ton steel ship. The machinery is in daily use for miscellaneous repair and machine work.

Forge Shop	The forge shop has forges and hammers for work up to 12" in diameter, also bolt makers for forging bolts, an automatic rivet maker for the manufacture of all sizes and lengths of rivets and a large cast-iron bending floor with heating furnaces.
Plate Fabricating Shop	This shop has shears, punches, bending machines and automatic riveting machines which are equally adapted for ship or structural work. The capacity of this shop is approximately 2,000 tons per month.
Power Plant	There are 3 boilers of 500 H. P. capacity each, 4 air compressors producing 5,000 cu ft. per min. at 90 lb, generators for producing A. C. and D. C. current for use in the plant, fire pump of 1,000 gallons per min. capacity taking its supply from a 12" artesian well, one auxilliary power station equipped to take power from the Alabama Power Co. and convert same for use at the plant.
Galv. Plant	Modern facilities for the handling of small and large work.
Sheet Metal & Copper	Equipment to do all classes of sheet metal work.
Carpenter & Woodworking Shop	Wood working shop fairly complete.
Wrecking Facilities	There are four locomotive cranes and two scows upon which these cranes are used for light dredging and wrecking. Some of these cranes are in use while others are lying idle.

The company is not doing any ship work at the present time nor has it for some time back. The company is at present doing bridge, structural and miscellaneous iron work and machine repairs and manufacture together with a mill and railroad supply business. Although the plant, as a whole, is in poor

condition for shipbuilding, the manager states that if the opportunity availed itself they could start shipbuilding on very short notice.

BOAT BUILDING AND REPAIR PLANT

In addition to the shipbuilding plant there are quite a few small marine railways and machine shops engaged in boat work. However, these places cater to small boat work only. A list of these plants may be found on Page 57 of the Appendix.

TOWBOATS AND LIGHTERS

There are two towboats and lighterage companies in Pensacola, both having the same rates. For detail of these rates see Page 95. Both companies are competitors for harbor work, but the Aiken Towboat & Barge Company does a large amount of business in coastwise towing and lighterage, as well as open sea towing between Pensacola and Cuba. Complete information regarding equipment, etc., of the two companies is given on Pages 58 and 59 of the Appendix.

WRECKING AND SALVAGING FACILITIES

There is no company located in Pensacola that caters to wrecking and salvaging only. The port does, however, offer facilities for this class of work through the Aiken Towboat & Barge Company, which takes contracts for unbeaching and raising sunken boats. Their tugs and barges are available at a per diem rate for such purposes.

The Pensacola Shipbuilding Company has locomotive cranes available on scows which are used for wrecking and salvaging purposes.

XXIII. UNDEVELOPED PORT AND HARBOR FACILITIES

Sixty per cent of Pensacola's water front, lying between the L. & N. coal pier and that part of the northeasterly shore of Bayou Chico lying within the city limits, is undeveloped. All of this water front is available for future docks, warehouses and such industries as want to locate in close proximity to water transportation.

In addition to the undeveloped water front within the city limits, the southwesterly shore of Bayou Chico, together with the water front running west from the entrance to Bayou Chico, both of which lie outside of the present

city limits and which are undeveloped, will provide for future port developments, as well as leave available water front property for recreation and park purposes.

Pensacola Harbor affords a wonderful opportunity for large expansion of water front facilities at a reasonable cost. For location of undeveloped areas see Plate XII on the following page.

XXIV. PORT AND HARBOR FACILITIES, RECOMMENDATIONS FOR FUTURE

PIERHEAD AND BULKHEAD LINES

Pensacola should have the United States Government extend all existing pierhead and bulkhead lines, in each direction along the available water front, both within the city limits and adjacent to them, so that all future developments will be confined to the established lines. On Plate XII we show a proposed location for these extensions.

FUTURE DEVELOPMENT OF THE PORT

After a careful study, a comprehensive plan of the entire water front should be prepared, and all future development, as far as the city is concerned, should adhere to this plan.

All city owned submerged water lots should eventually be filled out to the bulkhead line, where a permanent seawall should be constructed.

That portion lying between the L. & N. coal pier and the entrance to Bayou Texar should be reserved for a water front park and recreational purposes.

The property lying between the L. & N. coal pier and Tarragona Street, and also the property lying between the Bruce Drydock and the entrance to Bayou Chico should be reserved for future city docks, or leased by the city to private interests who are looking for industrial sites adjacent to port facilities, on long term leases and attractive terms. The last mentioned strip of property takes in Sanders Beach which, when the necessity arises, should be removed and located elsewhere so as not to interfere with the natural progress of the port.

Whenever a future pier is built on any city property it should be built over the water on suitable piling, extending from the bulkhead line out in the bay to the limits of the pierhead line.

The city zoning plan should restrict the locating of any commercial docks, piers or manufacturing industries, other than recreation piers, from being built along the water front east of the L. & N. coal docks . All future developments of this kind should extend southwesterly and around Bayou Chico, reserving designated places for recreation and park purposes.

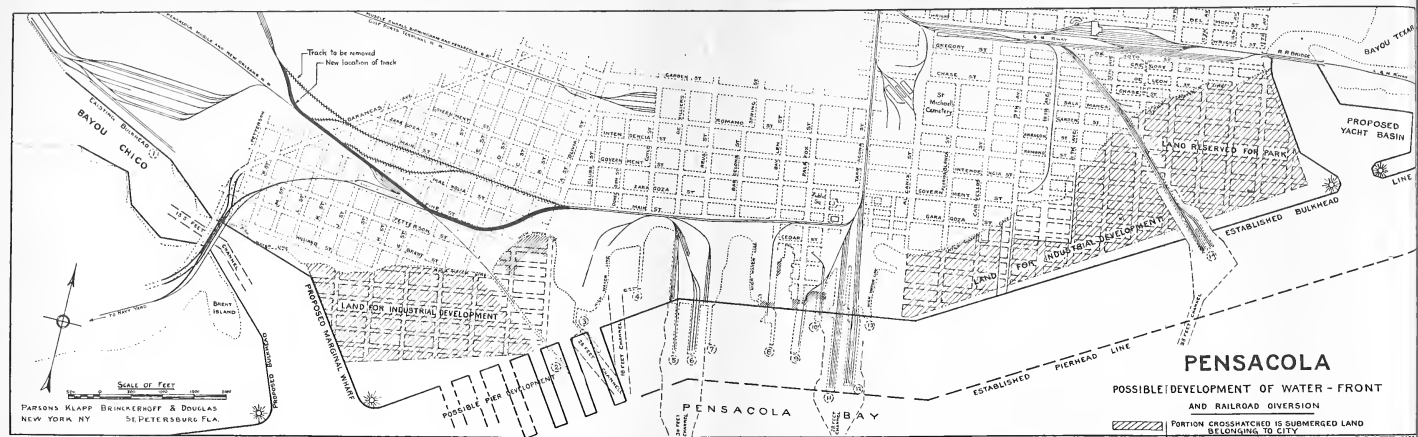
All roadways leading to existing and future wharves should be paved, so that the wharves are accessible to the city fire department. Each wharf should be equipped with hydrants and three-inch hand line, arranged so that every square foot of wharf surface can be covered.

As the port develops, a suitable fire boat protection should be provided of at least a 5,000 gallon per minute capacity.

In the near future a grain elevator will probably be necessary. This at the outset should have at least a capacity of 300,000 to 350,000 bushels, with shipping conveyors extending to the pier with a transfer capacity in bushels per hour from car to elevator of 7,500 to 10,000 and from elevator to ship of 30,000 to 40,000. This development will be especially necessary because of the advent of the Frisco, a great grain-hauling railroad into Pensacola. It should be absolutely modern and built in units providing ample space for future extension.

As the port of Pensacola develops the following improvements will require consideration: A public cotton warehouse at shipside, containing three or four storage units with ample room for expansion; a compress building with high density compressors; and a sorting platform. The compress room should have sufficient trackage to take care of from five to eight cars, with room for expansion. This plant should be equipped with a modern 2-ton electric crane, and modern motive trucks and trailers.

The development of the fruit importing business will call for a wharf for handling tropical fruits, with the necessary storage house. This should also



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The development of the fruit importing business will call for a wharf for handling tropical fruits, with the necessary storage house. This should also

be equipped with mechanical unloaders for handling bananas from the hold of the vessel to the wharf, and belt conveyors which carry the bananas from the unloaders to the car doors. Each conveyor should have an unloading capacity of 2,500 bunches an hour.

The fruit import business should be developed strongly in conjunction with the Frisco Railway, as both Mobile and New Orleans, over which Pensacola has many advantages, do a tremendous fruit import business. A portion of this business including such as is destined for points on the Frisco or Rock Island lines could be diverted to this port.

A shipside storage warehouse available for long-time storage and bulk storage. There should be sufficient space to take care of open storage at shipside. Also a proper modern bonded warehouse.

A cold and dry storage house, containing freezing and pre-cooling rooms, and large enough to make enough ice for icing cars. There should also be a power plant containing compressors, ice machinery, etc. As is the present practice of the larger cities, these facilities should have both rail and direct water service.

All docks, wharves and shipside warehouses should be equipped with the most modern facilities for handling the interchange of freight between land and water carriers in a rapid and efficient manner. There should be city water mains laid along the dock, with the necessary valves and meters, so that any ship can take on its fresh water supply without inconvenience.

A modern passenger terminal connected with a pier, for handling through passengers directly to and from steamers, should be a future consideration. This pier should have a convenient and adequate space for custom house inspection of passenger's hand luggage, separate baggage rooms for incoming and outgoing baggage, storage space for incoming and outgoing freight and room for freight in bond.

Conclusion. In general, it may be said that the facilities of the Port of Pensacola meet the needs of the existing commerce, but the more modern

terminal, equipped with warehouses at or near shipside, in which importers and exporters may store their goods with reasonable assurance of safety from loss by fire and other causes, and a very definite and well defined plan for the future development, will be necessary if efforts are to be made to induce any pronounced change in the character and amount of business moving through this port. It is our recommendation that the Chamber of Commerce maintain a standing committee for port development, which committee should work toward a definite goal as prescribed in plans to be laid out for the next 10 or 20 years.

DEVELOPMENT OF BAYOU CHICO

Owing to the advantageous location of this bayou, its development will be a matter of the near future.

The first consideration is the establishment of a permanent bulkhead line for all future development. The highway bridge at Barrancas Avenue and the railroad bridge near it now crossing the bayou should be removed, and a new bascule bridge accommodating both the highway and the railroad installed in their place. This would necessitate some change in the streets leading to the highway bridge.

A channel, of 25 or 30 foot depth, from Pensacola Bay into the bayou just above the bridge, and a 20 to 25 foot deep turning basin within the bayou should be dredged.

The improvement of Bayou Chico should include the improvement of Brent Island, as this more or less has a bearing on the entrance to the bayou.

A city owned belt railroad line should be built from some place near Brent Island, where it would cross and connect with the L. & N.; thence in a southwesterly direction, crossing and connecting with the Frisco Railway near West Pensacola. Near this point the line would divide, one branch running down the northeasterly side of Bayou Chico, crossing the G. P. T. R. R.; thence connecting with the terminal of the Pensacola Shipbuilding Yard. The other branch of the railroad should cross Bayou Chico and continue on the

southwesterly side of Bayou Chico to the end of Brent Island. This proposed line would furnish railroad facilities to all territory adjacent to Bayou Chico and beyond. If at any future time other railroad companies should decide to build into Pensacola, they could connect with this proposed line from the north and east near Brent, and if from the north and west, near West Pensacola.

As an illustration of the possibilities of entry into Pensacola afforded other railroad companies by such a city owned belt line, we wish to point out the following:

The Central of Georgia Railway traversing the States of Georgia, Alabama and Tennessee and with its only port outlet at Savannah, Ga., on the Atlantic Coast has at present a line extending into Andalusia, Ala., which is only a short distance from Pensacola. There is an old logging road, the "Fla. & Ala. R. R." connecting this line with Milton, Fla., some 20 miles from Pensacola which the Central of Georgia Railway could acquire reasonably. From Milton, new line would have to be constructed connecting with the proposed city owned belt line at Brent, a distance of less than 20 miles. Thus, with the water front facilities of a "Public Belt Line" a new railroad line from the east could be attracted.

In the same manner by constructing a new railroad line across Baldwin County, Ala., through Elberta to Mobile, a project which will have the support and aid of the Baldwin County people, either the Mobile and Ohio Railway or the Southern Railway could be brought into Pensacola.

The Map on Plate XIII on the following page shows the proposed location of a city owned Belt Line and proposed connections with the Central of Georgia Railroad to the east and the Mobile and Ohio Railway or the Southern Railway to the west.

At this point we suggest that, if possible, the city arrange with the Frisco Lines to vacate that portion of Main Street lying between Barrancas Avenue and A Street and connect its present tracks near Moulton Street with the G. P. T. R. R. tracks near M. Street, thence over the G. P. T. R. R. right of way to the intersection with Pine Street, where the road would connect

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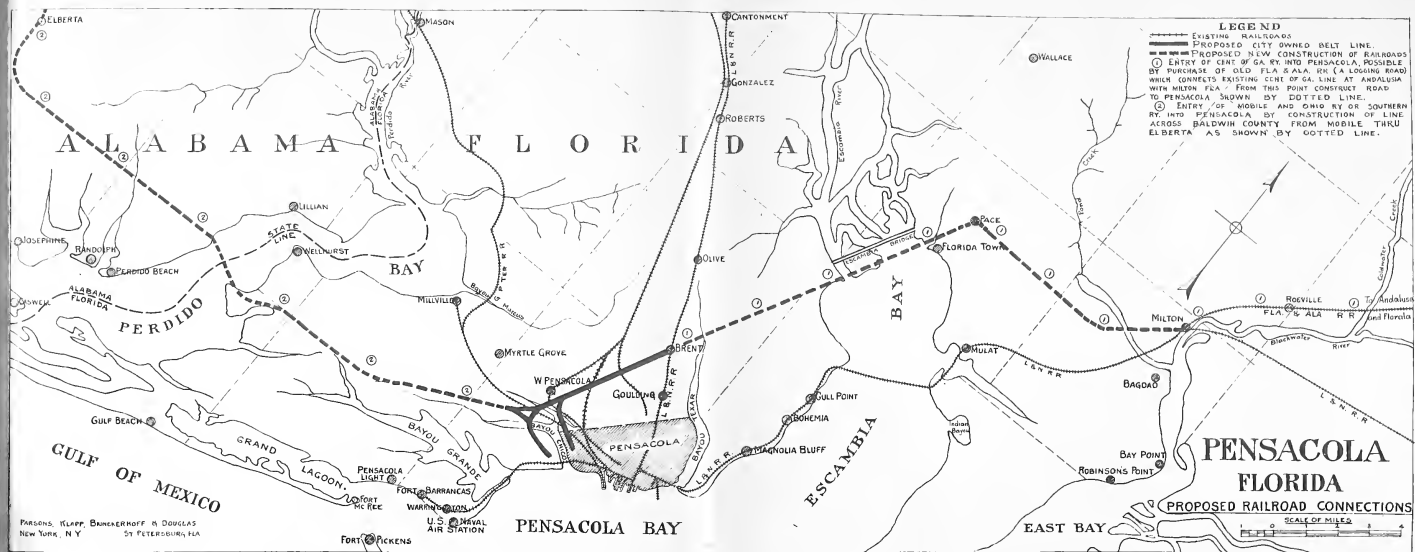
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with the electric line to the Navy Yard, thence over the electric line to its intersection with the Frisco Lines.

This change would eliminate one dangerous railroad crossing at Barrancas Avenue, besides eliminating tracks on a street where they are unnecessary.

Plate XII, on Page No. 111, shows the proposed change of location of the Frisco tracks within the city as above mentioned. The heavy brown line shows the new location of the track and the diagonally crosshatched line shows that portion of the old track which should be removed.

DEVELOPMENT OF INNER WATERWAY

The River and Harbor Act approved January 1, 1927, authorized the preliminary examination and survey for a proposed Atlantic-Mississippi Barge Canal, and the Chief of Engineers has appointed the board to make the investigation. The Florida State Canal Commission has been designated to prepare a consolidated report on present and prospective commerce on the route of the proposed canal.

Pensacola will hold a strategical position on the Atlantic-Mississippi Barge Canal because of its commercial possibilities and because of the location here of the Naval Air Station and the Army Post, which in time of war could thus be completely served.

The route proposed will be from the Cumberland Sound through Georgia, Florida and Alabama to the Mississippi River at New Orleans. The eastern ports will be St. Mary's, Ga., and Fernandina, Florida.

All rivers and navigable waterways flowing towards the Gulf of Mexico, from Corpus Christi eastward, and all the tributaries of the Mississippi and other rivers of the country east of the Rocky Mountains, will have facilities for developing water borne commerce when this canal is constructed, as a link, to connect the Mississippi River with the Atlantic Intra-coastal Waterway, from Maine to Florida.

Transportation on the inland waterways of the country is at present handicapped because of the number of unconnected units. The construction of the canal which Georgia and Florida are promoting as a national project

necessary to connect the Mississippi Valley with the Atlantic Seaboard, and to develop commerce along the route as it passes through Gulf Coast cities, will facilitate the establishment of industries and domestic commerce to some extent, and especially favor transportation of agricultural products and naval stores.

Pensacola is particularly interested in this canal as its construction is of importance in that it will provide a saving in freight charges to the shippers and receivers of freight in Pensacola and surrounding territory, based upon the establishment of through rates to and from Pensacola, via Mississippi-Warrior Service.

Pensacola should at least see that a canal is built connecting it with Mobile. This would not be much of an undertaking if built according to the plan already under consideration.

The River and Harbor Act of March 3rd, 1925, authorized the examination and survey of the "Inland Waterway from Pensacola, Fla., to Mobile, Ala." Concerning this canal, the following facts are pertinent:

The route of this canal leaves Pensacola Bay at the entrance of the Big Lagoon; it then follows this lagoon, crosses the narrow strip of land separating the Big Lagoon and Perdido Bay, thence crosses this latter bay. Leaving Perdido Bay it enters Wolf Bay, thence up Portage Creek, thence across a low neck of land to Bon Secour River, thence down this stream into Bon Secour Bay, which is an arm of Mobile Bay.

The distance from Pensacola to Mobile along this route is 72 miles. Of these 72 miles, 56 miles has a depth of water of 9 feet or more, 10 miles has a maximum depth of 7 feet, and only 6 miles of the route requires virgin digging, none of which is difficult.

This water route is 31 miles shorter than the railroad distance, which is 103 miles.

At present, the only possible way of getting from Pensacola to Mobile by water is to go out on the open Gulf. This makes it impossible for vessels

of light draft to serve a territory covering hundreds of square miles which has no adequate transportation facilities.

The fact that the Pensacola Naval Air Station and the Regimental Headquarters of the Fourth Corps Area Coast Artillery are located at Pensacola gives this canal a high strategic significance. It is just as important to be able to move light draft vessels by a protected inland water route as it is to have good railroad and highway facilities.

The route of the canal would be adjacent to 60,000 acres of potential farming land. The opening of this section would be the beginning of a traffic in produce and stock, in fertilizer, farming supplies and general merchandise. There is a large acreage rich in pine stumps which would be available to the turpentine manufacturers of Pensacola and vicinity. This has not been touched so far, because of inadequate transportation facilities. The removal of these stumps would at the same time help the farmer in clearing his land for cultivation.

The lack of inland water transportation has kept Pensacola from competing with inland South Alabama, Mississippi Valley and Texas points. These places have a favorable all-water rate from North Atlantic Ports; Pensacola has a higher rate because it is a combined rail and water rate.

The canal will enhance the value of the Mississippi-Warrior Barge Service. The canal will extend the area that can be served by a through water haul, and because of this the handling charges from producer to consumer will be lessened. The commerce of the East Gulf Coast will benefit greatly thereby.

The canal will open up a resort area at Gulf Beach. Development has been very slow because transportation costs to Gulf Beach have been so high. The only means of transportation available is the motor truck. The lack of adequate transportation facilities has added in excess of 10% to construction costs.

What applies to the Gulf Beach area is equally applicable to the Perdido Bay section as well as the eastern shore of Mobile Bay. The coming of inland waterway transportation will help to develop these sections.

At the same time the presence of the canal will open to pleasure craft an uninterrupted route from New Orleans to Choctowhatchee, Santa Rosa and Pensacola Bay points. This additional cruising radius will open additional resort area to the pleasure boat owner. As it is, pleasure craft owners in New Orleans, Mobile and Pensacola are confined to their local areas.

XXV. TRANSPORTATION FACILITIES

Pensacola enjoys the advantages of being served by two railroad systems which are competitors in the Mississippi Valley, one of which with its connections completely serves the southeast, while the other with its connections completely serves the southwest, west and middle northwest. Although one of them has entered the port only recently and has not as yet fully opened up its service to the port, yet its entrance is being felt, and competition will be keen and a stimulant to the city's industries and port business. The other railroad, though having served efficiently and faithfully, over a number of years, is preparing to give to its old customers even more desirable service and better facilities than before.

The former is the Frisco System which has recently bought the old M. S. B. & P. road and are seeking to purchase the local terminal of the old G. P. T. R. R. and a part of the tracks of the present electric belt line. They have fully rebuilt the M. S. B. & P. Railroad with a few exceptions which are now being worked upon, and they are at present connecting this line, by the construction of 150 miles of track, with the southern end of their present main line at Aberdeen, Miss. Their program for Pensacola's future port facilities are broad, but they are placing there at present only enough to meet the demand for the next few years. This railroad serves the states of Mississippi, Alabama, Missouri, Texas, Kansas, Florida, Arkansas, Oklahoma and Tennessee.

The latter road, the Louisville & Nashville, although already having here ample facilities and good service is steadily improving and adding to these. The Louisville & Nashville System serves the states of Alabama, Florida, Georgia, Louisiana, Mississippi, Missouri, Illinois, Ohio, Indiana, Tennessee, Virginia, Kentucky and North Carolina.

BELT LINE

The Pensacola Electric Company operates the only belt line in the city, which connects the two systems, serving industries from the east end of the city over to the United States Air Station and Fort Barrancas. The Frisco is trying to purchase these tracks and at present has the matter before the Interstate Commerce Commission for approval.

On Page 114 of this report we outline a suggested city owned belt line railroad that would serve all present and future railroads and industries.

Allied in one way or another with the L. & N. System are the following railroads: Atlantic Coast Line; Carolina, Clinchfield & Ohio; Georgia; Nashville, Chattanooga & St. Louis; Atlanta, Birmingham & Coast and the West Point Route. Allied with the Frisco System is the Chicago, Rock Island & Pacific. Therefore, it is to be seen that the territory which these roads serve and from which Pensacola might draw is very large.

The passenger service offered by these two systems is discussed under Article XV of this report. The present freight train service is as follows:

LOUISVILLE & NASHVILLE

The freight service is comprised of three through trains east and three west; one local train east and one west; one extra train east and one west.

The north and south freight trains average as follows: Five through trains each way daily, one local each way daily and four extras each way daily. The through trains break up at Montgomery 161 miles north, River Junction 161 miles east and Mobile 105 miles west.

The package car service averages about 19 cars daily received and 25 cars daily loaded for shipment out of Pensacola. Cars loaded for points 100 miles or more away are sent out on through trains the same day as loaded and incoming cars are distributed the same day as received.

While there are no refrigeration trains operated through Pensacola, refrigerator cars come in by fast freight and if necessary are re-iced here. These

cars will average from 7 to 15 cars per day. If the necessity for refrigeration trains arises, they can easily be supplied and taken care of up to 24 cars per day which is the present maximum capacity.

FRISCO SYSTEM

At the present time the Frisco has one through freight train each way daily and one local train each way daily.

The number of extra trains per day depends upon the demand and until the construction of its new line is completed the demand will be small.

A complete list of the facilities of these two railroads is given on Pages 60 and 61 of the Appendix of this report.

RAILROAD MILEAGES

For rail distances from Pensacola to various cities refer to Pages 79 and 80 of this report under Article XV.

CAR STORAGE CAPACITY

The car storage capacity of both roads at Pensacola at present is 2,940 cars. For complete details see Appendix Pages 60 and 61.

SWITCHING CHARGES AT PENSACOLA

On traffic originating at or destined to points beyond the Pensacola switching limits, the L. & N. charge for switching is \$2.25 per car. The Frisco charge is \$3.60 per car. These charges apply only to industries having private sidings, and are absorbed on competitive traffic only. On non-competitive traffic these switching charges are collected from the shipper or consignee as the case may be.

On traffic moving altogether within the switching limits of Pensacola, the charges are as follows:

Between two industries on the Frisco or between an industry on the Frisco and connection with the L. & N. Railroad, \$5.70 per car. Between two industries on the L. & N. Railroad, \$7.20 per car (Certain exceptions are made to this charge which provide for a charge of \$5.85 on certain speci-

fied industries or between those industries and the docks.) From L. & N. industries to connection with the Frisco, \$5.85 per car. From connection with the Frisco to L. & N. industries, \$2.70 per car.

Cotton from the compress of the Pensacola Compress and Warehouse Company, including switching, wharfing and handling, 5c per 100 lbs. Charges for switching car to weigh on private track scales, 63c.

DEMURRAGE CHARGES

Domestic demurrage is assessed on the basis of standard rules and charges which are: 48 hours free time allowed, \$2.00 per day for demurrage for the first four days after expiration of free time, \$5.00 per day afterwards. No charge made for Sundays and legal holidays.

Export demurrage: Free time generally 7 days; demurrage charge after expiration of free time, \$1.00 per day. On traffic received from connections for export, free time is two days. Demurrage charge after expiration of free time, \$1.00 per day.

Demurrage stops when vessel to receive cargo docks at the first berth served.

STORAGE

Import traffic in general is allowed 5 days free storage exclusive of Sundays and legal holidays, either on wharf or pier, or in cars, at the option of the railroad. After the 5 days free period, storage is charged for according to the established tariff, samples of which are shown hereinafter.

Export traffic is generally allowed 7 days free storage after which charges are from one to three cents per 100 lbs. for each 30 days or fraction thereof. There are certain exceptions among which is tobacco, for which 50 cents per hogshead per month or fraction thereof is charged.

Demurrage and storage at port on exports cease when vessels begin receiving cargo at first berth.

CHARGES FOR WHARFAGE HANDLING AND STORAGE

Under commodity heading, these charges are usually combined in tariffs. Following is given charges on principal commodities now handled at

Pensacola. These tariffs are practically identical with those charged at New Orleans, Mobile, Tampa and Jacksonville. See complete comparative table of tariffs on Pages 34 to 38 inclusive of Appendix.

Cotton in bales, linters and regins (per bale)

Wharfage, including 10 days storage	\$.05
Handling between ship side and car	.20
Handling between car and storage or turndown	.10
Handling between storage or turndown to shipside	.20
Turning down or heading for rehandling	.07 ½
Storage per day including Sundays and holidays	.01

Cottonseed, Flaxseed, Peanuts, etc. Meal and Cake per 2,000 lbs.

Wharfage, including 10 days storage	.05
Handling between car and ship side	.30
Handling between car and storage	.30
Handling between storage and ship side	.30

Storage After Expiration of 10 Days.
(per 2,000 lbs.)

First and second 7 days each	.10
Each succeeding 7 days	.05
Sacking, (Owners to furnish sacks and twine) Per 100 lbs.	.04

Pig Iron and Pig Lead (per 100 lbs.)

Wharfage	.01
Handling between car and ship	.01 ½
Unloading from car to pier, bulkhead or vacant lot including 60 days storage	.02
Storage each succeeding 30 days	.02
Reloading	.02

Regular Switching Rate for Movement in cars to pier.

Iron and Steel articles (per 100 lbs.)

Wharfage	.01
Handling—Car to Ship	.02 ½
Unloading from car to pier, bulkhead, or vacant lot, including 60 days storage	.03
Storage each succeeding 30 days	.01
Reloading	.03

Regular Switching Rate for Movement in Cars to Pier.
Lumber, Pine (per 100 lbs.)

Wharfage, including 10 days storage	.01
Storage per 1,000 B. M. each 30 days or fraction thereof after first 10 days	.40

Naval Stores, Rosin, Pine Tar, Pitch, Turps.
(per bbl.)

Wharfage	.04
Handling	.10
Storage 30 days	.04

When packages are removed from storage prior to 15th of month following that in which received, no additional charges are made. If removed on the 15th or thereafter, charge for each calendar month per bbl. .04

Fertilizer and Fertilizer Materials
(per 2,000 lbs.)

Wharfage	.20
Handling between ship and car	.30
Handling between ship side and storage	.30
Handling between storage and car	.30
Storage each 30 days or fraction thereof	.20

Logs (per 100 lbs.)

Wharfage	.01
Handling between ship side and car	.02
Handling between ship side and storage	.02
Handling between car and storage	.02
Storage each 30 days or fraction thereof	.01

Oil in Barrels (per 100 lbs.)

Wharfage	.01
Handling between ship side and car	.02 ½
Handling between ship side and storage	.02 ½
Handling between car and storage	.02 ½
Storage each 30 days or fraction thereof	.01

MISCELLANEOUS RATES AND CHARGES

Custom House broker fees ranging from \$1.50 to \$5.00 are assessed by railroads when entries are made by their representative, and if not paid

at time by owner of property, are billed against the shipments as charges advanced.

One dollar brokerage fee is charged for each warehouse withdrawal entry.

If shipper or consignee requests a certificate of importation, the charge is \$1.25.

Import shipments less than a carload when forwarded in bond are subject to Rule 6 of the consolidated freight classification which covers proper marking. If shipment or part thereof is improperly marked the re-marking is done under customs supervision and charges are 15c for each piece or package and unless paid to the agent of the carrier, follows as advanced charges against shipment.

Import shipments entering for consumption at ports of entry are subject to same rates and classifications.

A charge of 20c per 2,000 lbs. is made by M. S. B. & P. (Frisco Lines) for sand and gravel loaded from hopper bottom cars to boats over coal chute. Coal and coke handled through tipple charges are 25c per 2,000 lb. ton. This charge is absorbed if company makes line haul.

ABSORPTIONS

Frisco Lines as shown in its tariff schedule, absorbs the wharfage and handling charges of the L. & N. out of the published through rates to or from competitive points excepting on coke, pitch, iron and steel articles, cast iron pipe and iron and steel rails.

The Louisville & Nashville Railroad, as shown in its tariff schedule, absorbs out of published through rates to or from ship side charges of the Frisco on carload competitive traffic in such cases as the L. & N. R. R. earns line haul, switching not to be in excess of \$3.60 per car. It also absorbs Frisco charges for wharfage, spotting cars, on cargo and bunker coal up to 25c per 2,000 lb. ton.

Each line absorbs the actual charges, not in excess of 25c per 2,000 lb. ton, of the other line for wharfage, car spotting on the other line at tipple and dumping, and from cars of coal reaching Pensacola over its rails.

DOCKAGE CHARGES

Dock charges are levied against vessels docking at railroad wharves except those loading bunker coal. These charges are: Steamers, $\frac{1}{2}$ c per net registered ton per day or fraction thereof, excluding Sundays and holidays, minimum charge \$3.00; sailing or other vessels 3-10c per net registered ton per day or fraction thereof, exclusive of Sundays and legal holidays, minimum charge \$3.00; barges or lighters alongside docks, each \$3.00.

TRANSPORTATION RATES AND CLASS RATES

A discussion of this subject will be found under "Schedule of Important Tariffs with Comparisons" Article XXIX. In general, it may be said that Pensacola enjoys about the same class rates on most items as Mobile and New Orleans. In many instances other ports, and especially Gulf ports, suffer in comparison with New York. The most important thing to keep in mind, however, is the fact that with a logical argument it is possible to go before the Interstate Commerce Commission and have these rates revised so as to do justice to the port. One of the most important tasks in Pensacola's port development program is to make a thorough study of rates and to make a concerted drive for tariff adjustments when inequitable.

RAIL DISTANCES

A tabulation of comparative rail distances from various important points in the country to six important ports which are competitive with Pensacola is given on Pages 79 and 80 of this report. Pensacola has shorter rail distances to the following points: Chicago, Ill., Cincinnati, Ohio, Louisville, Ky., St. Louis, Mo., Atlanta, Ga., Birmingham, Ala., and Chattanooga, Tenn. From Memphis, Tenn. and Kansas City, Mo., Mobile enjoys an advantage of only 102 miles over Pensacola, While New Orleans has an advantage of 100 miles. Mobile is 94 miles and New Orleans is 33 miles closer to Minneapolis, Minn. than Pensacola. From Detroit, Mich., and Columbus, Ohio, Pensacola and Mobile have practically the same rail distances, and each has several miles advantage over New Orleans.

XXVI SHIPPING

Pensacola is a port that both owners and masters of vessels like to enter

because of its easy access to the Gulf, its natural harbor, short time consumed from entrance of harbor to dock and because of its being a cheap port to enter and clear from.

All of these factors are a help in the profitable operation of a ship. However, the most vital fact of all must not be overlooked which is that neither ship owners nor captains like to have one way cargoes to or from a port. It is expensive operation, and unless business is particularly scarce, it is undesirable. The port, in order to be attractive from a cargo viewpoint as well as from a physical one, must see that for each vessel calling there is an outbound as well as an inbound cargo. Rail rates being such as they are at Pensacola, together with the wide territory served by the two large and efficient railroad systems operating there, make for great possibilities of cargoes for both export and import.

Although there are no steamship lines which are now operating daily or semi-weekly service in and out of Pensacola, there are a number of lines which do offer regular service. A complete list of these lines is given in the table on the following page, showing complete information as to nationality, ports operated between, class of service, etc. In addition to the steamships offering regular service, there is of course also, the usual assortment of tramp ships which from time to time enter the port. With the coal bunkering facilities now present to draw the tramp ships to Pensacola, and an intelligent campaign to induce the shipper to ship through Pensacola, a rapid and marked increase in port business should take place. It is distinctly to Pensacola's advantage to seek out the shipper, because steamship companies will send vessels to any port where two way cargoes are available, and in just the proportion that Pensacola makes cargo available, will regular line service be established.

On Pages 129 and 130 will be found a complete list of the steamship lines, agents and brokers located in Pensacola, and on Page 131 is given total number of ships and tonnage for all classes entering the port of Pensacola during 1926.

Because of the fact that the Inland Water Ways from New Orleans east does not at the present time extend into Florida, Pensacola has built up only

COMMUNICATION—STEAMSHIP LINES

Name of Line	Owner and Operator	Nationality	Between What Points Operated	Location of Terminals	Approximate Sailings	Class of Service
Mississippi Shipping Co.	U. S. Shipping Board Miss. Shipping Co.	American	Brazil and Plate Ports	Various	Fortnightly	Freight
Trans Marine Lines	Trans Marine Lines	American	New York	Various	Regular	Freight
United Gulf Steamship Line, formerly Transdale Plante La Fronte	U. S. Shipping Board United Gulf S.S. Line	American	Adriatic, Greek, Levant Malta, Constantinople, North Africa, east of Bizerta	Various	Monthly	Freight
American West African Line	A. H. Bull & Co.	American	U. S. Madeira Islands and West Africa	Commandancia Street	Monthly	Freight
United Gulf Steamship Line, formerly Transdale Plante La Fronte	U. S. Shipping Board United Gulf S.S.	American	French Mediterranean West Coast Italy	Various	Fortnightly	Freight
West Mediterranean Steamship Co., formerly Tampa Inter-ocean S. S. Co.	U. S. Shipping Board West Mediterranean Steamship Co.	American	Portuguese, Spanish Atlantic	Various	Monthly	Freight
Do	Do	Do	Spanish Mediterranean, North Africa west of Bizerta	Do	Do	Do
Munson Line	U. S. Shipping Board Munson Line	American	Brazil and Plate Ports	Various	Monthly	Freight
Pensacola Maritime Corp.	Charter—Various	American	Mobile, Tampa, Brazil, Plate Ports	Various	1 or 2 each month	Freight
Mobile Oceanic Line	U. S. Shipping Board Mobile Oceanic Line	American	Continental Europe, United Kingdom and other Gulf Ports	Various	5 boats each month	Freight
Waterman Steamship Corp.	Private Owned Waterman S.S. Corp.	American	Porto Rico, Cuba and Florida Ports where cargo	Various	Monthly	Passenger and Freight
Rosasco Lines	Rosasco Bros.	Italian	Mediterranean Ports	Various	1 every 45 days	Freight
Strachan Line	Strachan Line	Various	South American Ports	Various	Regular	Freight
Odero Line	Odero Line	Italian	Italy	Various	Regular	Freight
Trans Oceanic Line	Trans Oceanic Line	Spanish	Spain	Various	Regular	Freight
Gans Line	Chartered Gans Line	Various	Continent	Various	Regular	Freight
Spanish Royal Mail	Spanish Royal Mail	Spanish	Spain	Various	Regular	Freight
Nervion Line	Nervion Line	Spanish	Spain	Various	Irregular	Freight

LIST OF STEAMSHIP AGENTS

John A. Merritt & Co., represent the following lines:

Mississippi Shipping Co.,
United Gulf Steamship Lines,
West Mediterranean Steamship Co.,
Munson Lines.

Fillette-Green & Co., represent the following lines:

Trans-Marine Line,
Strachan Line,
Odera Line,
Trans Oceanic Line,
Gans Line,
Spanish Royal Mail.

Fred'k. Gillmore & Co., represent the following lines:

American West African Line,
Nervion Line.

Waterman Steamship Corp., represent the following lines:

Waterman Steamship Corp.,
Mobile Oceanic Line.

Rosasco Brothers, represent the following line:

Rosasco Lines.

Pensacola Maritime Corp., represent:

Pensacola Maritime Corp.

WATERMAN STEAMSHIP CO., agent for tickets and information U. S. Lines, passenger service to Europe, from New York.

SHIPS ENTERING AND CLEARING PORT OF PENSACOLA, 1926

Nationality	Steamships		Motor Ships		Tankers		Schooners	
	No	Net Tons	No	Net Tons	No	Net Tons	No	Net Tons
British	25	72,500					1	1,343
German	6	13,888			2	7,280		
Norwegian	17	36,657	1	1,286				
Italian	13	33,063						
Spanish	19	50,930						
Japanese	4	16,829						
Danish	6	12,985						
Dutch	3	3,886			2	2,210		
Swedish	4	6,354						
Peruvian			1	1,548				
French	8	25,922						
Greek	2	5,682						
Finnish	1	2,672						
Jugo-Slavian	1	3,292						
American	71	249,733					2	1,728
TOTAL	180	534,393	2	2,834	4	9,490	3	3,081

Nationality	Barges		Tugs	
	No	Net Tons	No	Net Tons
American	19	9,622	13	2,260

NOTE: The above given numbers do not indicate the number of different ships of any one nationality that have entered and cleared the port, as the same ship may have entered and cleared several times during the year; but a count of one is used for each entrance and the corresponding clearance of a ship.

such inland water ways business as will take care of local trade extending from Carrabelle, Florida to Mobile, Ala. This business is taken care of by two small companies operating one small boat each. Considering the small number and size of boats, the cargoes thus moved amount to a surprising quantity. Details of these two services are as follow:

The Freeport Steamboat Co., operates one boat, the Captain Fritz. This boat is a stern wheeler of approximately 100 tons, and does a general freight and naval stores business between Pensacola and river and bay points, to the west, making two trips each week.

The Pensacola, St. Andrews and Gulfport S. S. Co., operates one boat, the Tarpon. This is a small ship of approximately 200 tons doing a general freight and passenger business from both east and west of Pensacola. The boat leaves Pensacola every Sunday for Mobile, returning on Tuesday. Leaves for St. Andrews Bay, St. Andrews, Panama City, Apalachicola and east to Carrabelle on Tuesday and returns on Saturday. She takes groceries and supplies to the East and returns with naval stores, some of which she carries on to Mobile together with parcel shipments, and returns from Mobile with local freight.

STEAMSHIP RATES

While Ocean freight rates, as can be seen from the tables on Pages 159-161 of Article XXIX, are the same from all Gulf ports, Pensacola enjoys a lower charter or contract rate on shipments, this being made possible by the nearness to the open Gulf and the reasonable fees charged at this port. This fact alone is an asset to the port of Pensacola which warrants a hearty effort toward the expansion of Pensacola's port business. Because a table of rates, as referred to above for the Gulf ports, is unobtainable for Atlantic ports, a comparison can not be drawn. To complete such a table would be prohibitive both in cost and time, but there are undoubtedly a great many commodities which can be exported through Pensacola cheaper than through South Atlantic ports. An investigation should be made on each commodity as the necessity arises so that Pensacola may not suffer the loss of the business through neglect.

WATER DISTANCES

The table on the following page shows water distances from six domestic ports to fourteen important points of foreign trade. Pensacola is prac-

TABLE OF COMPARATIVE DISTANCES BETWEEN THE PORTS LISTED BELOW

In Statute Miles)

To:	From:	Pensacola	Mobile	New Orleans	Jacksonville	Savannah	New York
San Francisco, Cal.....		5,334	5,365	5,387	5,532	5,586	6,059
Havana, Cuba.....		593	637	694	608	698	1,413
Colon, C. Z.....		1,548	1,579	1,601	1,746	1,800	2,273
Rio de Janeiro, Brz.....		5,852	5,901	5,965	5,458	5,473	5,493
Iquique, Chile.....		3,885	3,916	3,949	4,083	4,138	4,611
London, England.....		5,456	5,502	5,582	4,521	4,430	3,847
Bremen, Germany.....		5,787	5,833	5,912	4,851	-----	4,178
Genoa, Italy.....		6,146	6,192	6,271	5,317	5,230	4,668
Barcelona, Spain.....		5,753	5,799	5,879	4,924	4,838	4,283
Sydney, Australia.....		10,572	10,603	10,636	10,774	10,825	11,298
Tampico, Mexico.....		874	864	819	1,567	1,657	2,338
Shanghai, China.....		11,537	11,568	11,601	11,735	11,790	12,263
Bordeaux, France.....		5,343	5,389	5,469	4,408	4,317	3,735
Cape Town, Africa.....		9,333	9,366	9,392	7,893	7,904	7,814

AUTHORITY: (Table of distances between ports—H. O. 117—Hydrographic Office, U. S. Navy)

tically as close as any of the six to San Francisco, Cal., and is nearer than any of the others to Havana, Cuba; Colon, C. Z.; (hence to all North and South American West Coast points) Iquique, Chile; Sidney, Australia; and Shanghai, China.

To Bordeaux, France; London, England; Bremen, Germany; Genoa, Italy; Barcelona, Spain; Rio de Janeiro, Brazil; and Cape Town, Africa; Pensacola is nearer than either Mobile or New Orleans.

COMBINED RAIL AND WATER DISTANCES

It is important to know the comparative combined rail and water distances from some of the main inland cities of the United States to the various important foreign ports via various American ports. With this in mind we have compiled tables showing these combined rail and water distances, which tabulations appear on the immediate following pages. On the table for the Port of Pensacola, we have marked with an asterisk those points which are served by shorter distances through Pensacola.

XXVII. COMMERCE

The total commerce of Pensacola consisting of imports, exports and domestic shipments and receipts as shown on Page 62 of the Appendix, saw its best year in 1913, when the total amounted to 1,475,051 short tons. There was a steady decrease from that time until 1918 when it reached 383,838 short tons. It increased during the two following years to 675,493 short tons in 1920. It decreased in 1921 but came up again in 1922 to 974,036, decreasing yearly until in 1924 it showed 672,414 short tons; 1925 had 757,009 tons, while 1926 had 760,170 tons. The tonnage of imports and exports considered as a group followed the same general trend.

Analysis of these figures for the high year 1913 and for the year 1926 shows that of the total decrease of 715,000 tons the domestic shipments and receipts account for only 30,000 tons. The imports for the two years are almost the same. The exports, however, decreased about 686,000 tons which accounts for nearly all the falling off in tonnage. This decrease in exports is principally accounted for by the decrease in tonnage of pine lumber and naval stores which amounted to about 560,000 tons.

COMBINED RAIL & WATER DISTANCES
THROUGH
PENSACOLA, FLA.

FROM:	Chicago Ill.	Detroit Mich.	Cincin- nati, Ohio	Columbus Ohio	Louisville Ky.	St. Louis Mo.	Atlanta Ga.	Birming- ham, Ala.	Chatta- nooga, Tenn.	Memphis Tenn.	Kansas City, Mo.	Minne- apolis, Minn.
TO:												
San Francisco, Cal.	6232	6330*	6074*	6190*	5977*	6067	5670*	5585*	5728*	5819	6303	6663
Havana, Cuba.	1491*	1589*	1333*	1449*	1236*	1326	929*	844*	987*	1078	1562	1922
Colon, C.Z.	2446	2544*	2288*	2404*	2191*	2281	1884*	1799*	1942*	2033	2517	2877
Rio de Janeiro, Brazil	6750#	6848	6592	6708#	6495#	6585	6188#	6103#	6246#	6337	6821	7181
Iquique, Chile	4783	4881*	4625*	4741*	4528*	4618	4221*	4136*	4279*	4370	4854	5214
London, England	6354#	6452#	6196#	6312#	6099#	6189	5792#	5707#	5850#	5941	6425	6785
Bremen, Germany	6685#	6783#	6527#	6643#	6430#	6520	6123#	6038#	6181#	6272	6756	7116
Genoa, Italy	7044#	7142#	6886#	7002#	6789#	6879	6482#	6397#	6640#	6631	7115	7475
Barcelona, Spain	6651#	6749#	6493#	6608#	6396#	6487	6089#	6004#	6147#	6238	6722	7082
Sydney, Australia	11470	11568#	11312*	11428*	11215*	11305	10908*	10823*	10966*	11057	11541	11901
Tampico, Mexico	1772	1870	1614	1730	1517	1607	1210*	1125	1268	1359	1843	2203
Shanghai, China	12435*	12533*	12277*	12393*	12180*	12270	11873*	11788*	11931*	12022	12506	12866
Bordeaux, France	6241#	6339#	6083#	6199#	5986#	6076	5679#	5594#	5737#	5828	6312	6672
Cape Town, Africa	10231	10329#	10073#	10189#	9976#	10066	9669#	9584#	9727#	9818	10502	10662

* Shortest distance via Pensacola than all other ports

Shortest " " " " " Gulf "

COMBINED RAIL & WATER DISTANCES
THROUGH
MOBILE, ALA.

FROM:	Chicago Ill.	Detroit Mich.	Cincin- nati, Ohio	Columbus Ohio	Louisville Ky.	St. Louis Mo.	Atlanta Ga.	Birming- ham, Ala.	Chatta- nooga, Tenn.	Memphis Tenn.	Kansas City, Mo.	Minne- apolis, Minn.
TO:												
San Francisco, Cal.	6229	6360	6104	6220	6015	6016	5717	5623	5766	5748	6232	6600
Havana, Cuba	1501	1632	1376	1492	1287	1288	989	895	1038	1020	1504	1892
Colon, C.Z.	2443	2574	2318	2434	2229	2230	1931	1837	1980	1962	2446	2814
Rio de Janeiro, Brazil	6765	6896	6640	6756	6551	6552	6253	6159	6302	6284	6768	7136
Iquique, Chile	4780	4911	4655	4771	4566	4567	4268	4174	4317	4299	4783	5151
London, England	6366	6497	6241	6357	6152	6153	5854	5760	5903	5885	6369	6737
Bremen, Germany	6697	6828	6572	6688	6483	6484	6185	6091	6234	6216	6700	7068
Genoa, Italy	7056	7187	6931	7047	6842	6843	6544	6450	6593	6575	7059	7427
Barcelona, Spain	6663	6794	6539	6654	6449	6450	6151	6057	6200	6192	6666	7034
Sydney, Australia	11462	11598	11342	11458	11253	11254	10955	10861	11004	10986	11465	11838
Tampico, Mexico	1728	1859	1603	1719	1514	1515	1216	1122	1265	1247	1731	2099
Shanghai, China	12432	12563	12307	12423	12218	12219	11920	11826	11969	11951	12435	12803
Bordeaux, France	6253	6384	6128	6244	6039	6040	5741	5647	5790	5762	6256	6624
Cape Town, Africa.	10220	10361	10105	10221	10016	10017	9718	9624	9767	9749	10223	10601

COMBINED RAIL & WATER DISTANCES
THROUGH
NEW ORLEANS, LA.

FROM:	Chicago, Ill.	Detroit, Mich.	Cincinnati, Ohio	Columbus, Ohio	Louisville, Ky.	St. Louis, Mo.	Atlanta, Ga.	Birmingham, Ala.	Chattanooga, Tenn.	Memphis, Tenn.	Kansas City, Mo.	Minneapolis, Minn.
TO:												
San Francisco, Cal.	6306	6479	6223	6339	6134	6093	5879	5742	5885	5782	6255	6683
Havana, Cuba	1613	1786	1530	1646	1441	1400	1186	1049	1192	1089	1662	1990
Colon, C.Z.	2520	2693	2437	2553	2348	2307	2093	1956	2099	1996	2469	2897
Rio de Janeiro, Brazil	6884	7057	6801	6917	6712	6671	6457	6320	6463	6360	6833	7261
Iquique, Chile	4868	5041	4785	4901	4696	4655	4441	4304	4447	4344	4817	5245
London, England	6501	6674	6418	6534	6329	6288	6074	5937	6080	5977	6450	6878
Bremen, Germany	6831	7004	6748	6864	6659	6618	6404	6267	6410	6307	6780	7208
Genoa, Italy	7190	7363	7107	7223	7018	6977	6763	6626	6769	6666	7139	7567
Barcelona, Spain	6798	6971	6715	6831	6626	6585	6371	6234	6377	6274	6747	7175
Sydney, Australia	11555	11728	11472	11588	11383	11342	11128	10991	11134	11031	11564	11932
Tampico, Mexico	1738	1911	1655	1771	1566	1525	1311	1174	1317	1214	1687	2115
Shanghai, China	12520	12693	12437	12553	12346	12307	12093	11956	12099	11996	11669	12897
Bordeaux, France	6388	6561	6305	6421	6216	6175	5961	5824	5967	5864	6327	6765
Cape Town, Africa	10311	10484	10228	10344	10139	10098	9884	9747	9890	9787	10260	10688

COMBINED RAIL & WATER DISTANCES
THROUGH
JACKSONVILLE, FLA.

FROM:	Chicago, Ill.	Detroit, Mich.	Cincinnati, Ohio	Columbus, Ohio	Louisville, Ky.	St. Louis, Mo.	Atlanta, Ga.	Birmingham, Ala.	Chattanooga, Tenn.	Memphis, Tenn.	Kansas City, Mo.	Minneapolis, Minn.
TO:												
San Francisco, Cal.	6593	6594	6338	6454	6312	6447	5863	5965	6000	6214	6698	7018
Havana, Cuba	1669	1670	1414	1530	1388	1523	939	1041	1076	1290	1774	2094
Colon, C.Z.	2807	2808	2532	2668	2526	2661	2077	2179	2214	2428	2912	3232
Rio de Janeiro, Brazil	6519	6520	6264	6380	6238	6373	5789	5891	5926	6140	6624	6944
Iquique, Chile	5144	5145	4889	5005	4863	4998	4414	4516	4551	4765	5249	5569
London, England	5582	5583	5327	5443	5301	5436	4852	4954	4989	5203	5687	6007
Bremen, Germany	5912	5913	5657	5773	5631	5766	5182	5284	5319	5533	6017	6337
Genoa, Italy	6378	6379	6123	6239	6097	6232	5648	5750	5785	5999	6483	6803
Barcelona, Spain	5985	5986	5730	5846	5704	5839	5255	5357	5392	5606	6090	6410
Sydney, Australia	11835	11836	11580	11696	11554	11689	11105	11207	11242	11456	11940	12260
Tampico, Mexico	2628	2629	2373	2489	2347	2482	1898	2000	2035	2249	2733	3053
Shanghai, China	12796	12797	12541	12657	12515	12650	12066	12168	12203	12417	12901	13221
Bordeaux, France	5469	5470	5214	5330	5188	5323	4739	4841	4876	5090	5574	5894
Cape Town, Africa	8954	8955	8699	8815	8673	8808	8224	8326	8361	8575	9059	9379

COMBINED RAIL & WATER DISTANCES
THROUGH
SAVANNAH, GA.

FROM:	Chicago Ill.	Detroit Mich.	Cincin- nati, Ohio	Colum- bus, Ohio	Louis- ville, Ky.	St. Louis Mo.	Atlanta Ga.	Birming- ham, Ala.	Chatta- nooga, Tenn.	Memphis Tenn.	Kansas City, Mo.	Minne- apolis Minn.
TO:												
San Francisco, Cal.	6595	6551	6340	6368	6314	6477	5865	6009	6002	6260	6944	7011
Havana, Cuba	1707	1663	1452	1480	1426	1589	977	1121	1114	1372	1856	2123
Colon, C.Z.	2809	2765	2554	2582	2528	2691	2079	2223	2216	2474	2958	3225
Rio de Janeiro, Bzl.	6482	6438	6227	6255	6201	6364	5752	5896	5889	6147	6631	6898
Iquique, Chile	5147	5103	4892	4920	4866	5029	4417	4561	4554	4812	5296	5563
London, England	5439	5395	5184	5412	5358	5521	4709	4853	4846	5104	5788	6055
Bremen, Germany	----	----	----	----	----	----	----	----	----	----	----	----
Genoa, Italy	6239	6195	5984	6012	5958	6121	5509	5653	5646	5904	6388	6655
Barcelona, Spain	5847	5803	5592	5620	5566	5729	5117	5261	5254	5512	5996	6263
Sydney, Australia	11834	11790	11579	11607	11553	11716	11104	11248	11241	11499	11983	12250
Tampico, Mexico	2666	2622	2411	2439	2385	2548	1936	2080	2073	2331	2815	3082
Shanghai, China	12799	12755	12544	12572	12518	12681	12069	12213	12206	12464	12948	13215
Bordeaux, France	4326	5282	5071	5099	5045	5208	4596	4740	4733	4991	5475	5742
Cape Town, Africa	8913	8869	8658	8686	8632	8795	8183	8327	8320	8578	9062	9329

COMBINED RAIL & WATER DISTANCES
THROUGH
NEW YORK, N.Y.

FROM:	Chicago Ill.	Detroit Mich.	Cincin- nati, Ohio	Colum- bus, Ohio	Louis- ville, Ky.	St. Louis Mo.	Atlanta Ga.	Birming- ham, Ala.	Chatta- nooga, Tenn.	Memphis Tenn.	Kansas City, Mo.	Minne- apolis Minn.
TO:												
San Francisco, Cal.	6968	6707	6810	6690	6924	7112	6935	7049	6906	7217	7390	7376
Havana, Cuba	2322	2061	2164	2044	2278	2466	2289	2403	2260	2571	2744	2730
Colon, C.Z.	3182	2921	3024	2904	3138	3326	3149	3263	3120	3431	3604	3590
Rio de Janeiro, Bzl.	6402	6141	6244	6124	6388	6546	6369	6483	6340	6651	6824	6810
Iquique, Chile	5520	5259	5362	5242	5476	5664	5487	5601	5458	5769	5942	5928
London, England	4756	4495	4598	4478	4712	4900	4723	4837	4694	5005	5178	5164
Bremen, Germany	5087	4826	4929	4809	5043	5231	5054	5168	5025	5336	5509	5495
Genoa, Italy	5577	5316	5419	5299	5533	5721	5544	5658	5515	5826	5999	5985
Barcelona, Spain	5192	4931	5034	4914	5148	5336	5159	5273	5130	5441	5614	5600
Sydney, Australia	12207	11946	12049	11929	12163	12351	12174	12288	12145	12456	12629	12615
Tampico, Mexico	3247	2986	3089	2969	3203	3391	3214	3328	3185	3496	3669	3655
Shanghai, China	13172	12911	13014	12894	13128	13316	13139	13253	13110	13421	13594	13580
Bordeaux, France	4644	4383	4486	4366	4600	4788	4611	4725	4582	4893	5066	5052
Cape Town, Africa	8723	8462	8565	8445	8679	8867	8690	8804	8661	8972	9145	9131

Of the five ports taken for comparison Pensacola shows by far the smallest total commerce. In 1925 total commerce for the five ports was as follows: Pensacola, 757,009; Mobile, 2,297,301; New Orleans, 12,188,797; Tampa, 3,380,126 and Jacksonville, 2,676,323 tons.

At Pensacola for the 14 years from 1912 to 1925 inclusive, the imports have averaged 10% of the total commerce, while the exports represent 52.5%, the domestic shipments 9.5% and the domestic receipts 28%. The great unbalance of imports and exports tends to increase shipping rates from this port and to restrict its commerce.

In the Appendix on Pages 62 and 64 there are tables giving in tons, commerce for the ports of Pensacola, Mobile, New Orleans, Jacksonville and Tampa by years, from 1912 to 1925, divided into imports, exports and domestic shipments and receipts. These tables also contain the same information for Pensacola for the year 1926.

Page 65 of the Appendix is a distribution of imports, exports, domestic shipments and receipts for the Port of Pensacola divided into the ten general classifications, used by the United States Government in their statistical reports, for the years 1921 to 1926 inclusive, in tons. This again shows the great predominance of forest products.

The table on Page 66 of the Appendix gives a summary of the commerce at the port in short tons and dollars by the ten standard classes for imports, exports, domestic receipts and shipments and total for the year 1926.

For tons and value of cargoes in bottoms passing through the port for the year 1926, as compiled by the United States Army Engineers, see Page 67 of the Appendix.

In order to get a true conception of the magnitude of the total port business in exports and domestic shipments, which consists of lumber, forest products and naval stores, refer to Pages 65, 76, 83 and 96 of the Appendix.

For information concerning classes, American and Foreign, number and drafts of vessels entering Pensacola, turn to Page 68 of the Appendix.

IMPORTS

Referring to Page 69 of the Appendix which is an import commodity classification from the year 1912 to 1926 inclusive, it can be seen at a glance that the two big items that represent the bulk of the imports over this period of years are mahogany logs and chemicals. The imports were largest in 1912, amounting to 176,396 short tons. Since that time there has been a constant fluctuation in tonnage but it never reached that figure again. The next best year was 1914 with a total of 107,323 tons, while 1926 was but little less, showing 103,728 tons. Another large item that made its first appearance in 1922 is whale oil. However, this commodity shows a continual decrease until 1925, but in 1926 again shows an increase but did not approach the tonnage of 1922.

Page 70 of the Appendix, showing imports for the months of January to May inclusive, of 1927, shows that the trend this year is toward the same two items which make up the major part of the imports in preceding years.

Imports for 1926 are shown in tons and value for classes and commodities on Page 71 of the Appendix.

In looking over the "Origin of Imports" sheets for 1913, Page 72; 1921 Page 72, and 1926 Page 73 of the Appendix, attention is called to the widening range of countries sending imports in the year 1926 over those in 1913.

Destination of imports for 1913 and 1926 found on Pages 74 and 75 of the Appendix and on Plate XVIII, show that in the latter year the spread of the territory has widened to cover the additional states of Georgia, Minnesota, North Carolina, Ohio, West Virginia, Kansas and Montana, but the former year had the state of Louisiana which does not appear in 1926. For the year 1926 about three-quarters of all imports were chemicals destined for Florida and Alabama and principally used in the manufacture of fertilizer.

EXPORTS

The exports by commodities from 1912 to 1926 inclusive, are shown in the Appendix on Page 76. The total exports in 1912 amounted to 738,120

short tons, but steadily decreased until 1918 when it reached 164,298 tons. Since that time there has been a continual fluctuation up and down. The figures for 1926 are 260,627 tons. The large items on the export list are naval stores, lumber and logs, coal and coke. Coke first made its appearance in 1918.

Exports from January to May of 1927, (given on Page 70 of the Appendix) show that those of this year have the same commodities holding the leading place with the addition of a large tonnage of coal tar pitch.

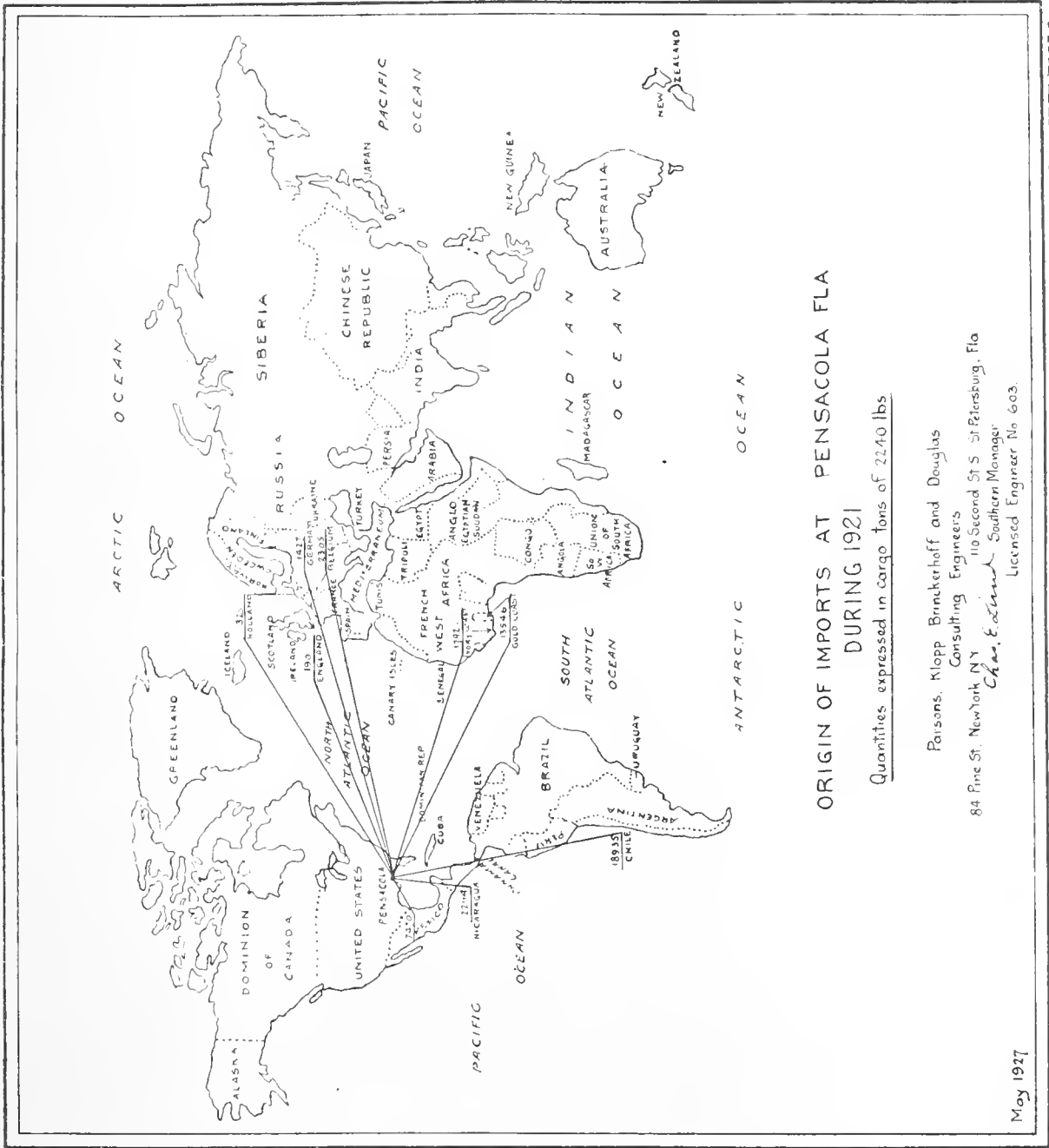
The origin of exports for 1926 is shown on Page 79 of the Appendix and Plate XVIII, while the origin of exports for 1913 is shown on Page 78 of the Appendix. These show that two new states have been added to the territory drawn from, namely: Illinois and Missouri. On the other hand the state of Tennessee, though appearing in 1913 does not appear in 1926.

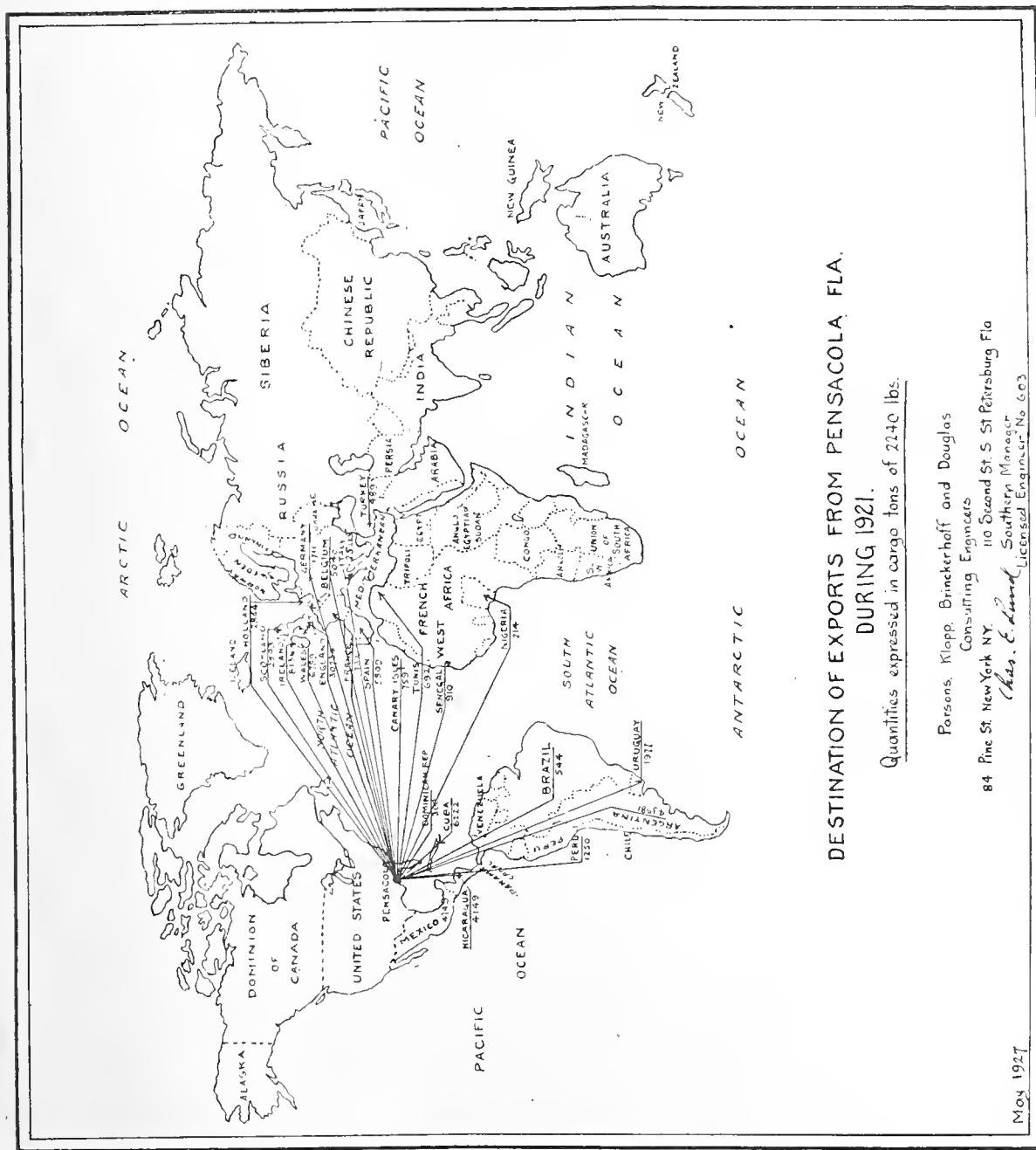
Because of the method of grouping countries used in the compiling of destinations of exports for the years 1913 (Page 80 of the Appendix) and for 1921 (Page 81 of the Appendix), it is impossible to determine definitely whether the range was increased in 1926. The destination of exports for 1926 can be found on Page 82. In 1921 the United Kingdom and South America were the heaviest importers from this port, with the Mediterranean countries next. For 1913, Europe and South America figure as the heaviest importers. Italy, England, France, Argentina and Spain took the bulk of the exports from Pensacola during 1926.

The maps, Plates XIV, XV, XVI and XVII, immediately following show at a glance the tonnages of imports and exports to and from all foreign ports for the years 1921 and 1926 respectively, and the map on Plate XVIII shows graphically the origin of exports from the United States and destination of imports into the United States which passed through the Port of Pensacola during 1926.

DOMESTIC SHIPMENTS AND RECEIPTS

It is unnecessary to give a discussion of this part of the port business, since it is a natural out-growth of the inland waterway facilities enjoyed by the port and the import and export business; however, a full commodity



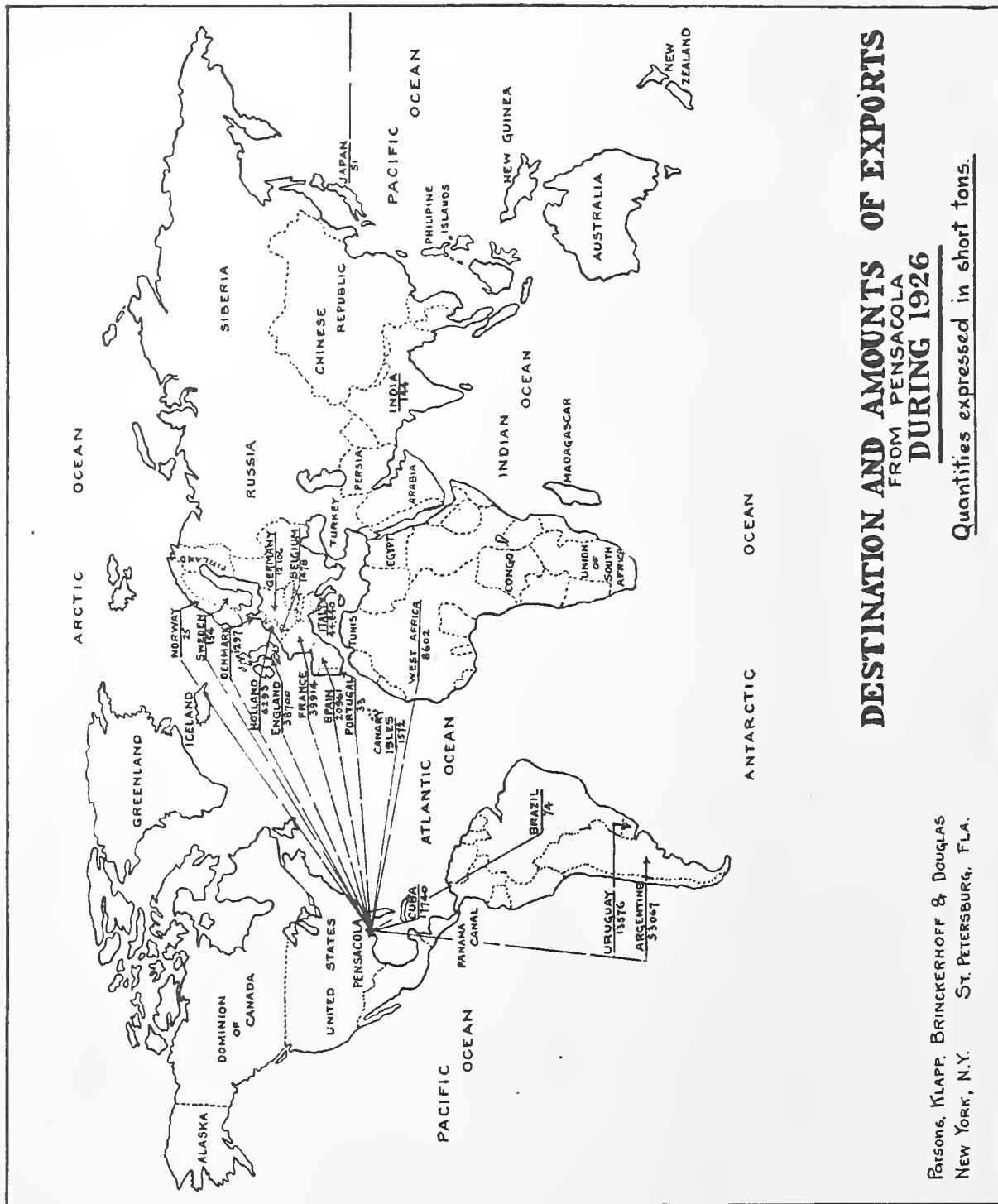


DESTINATION OF EXPORTS FROM PENSACOLA, FLA. DURING 1921.

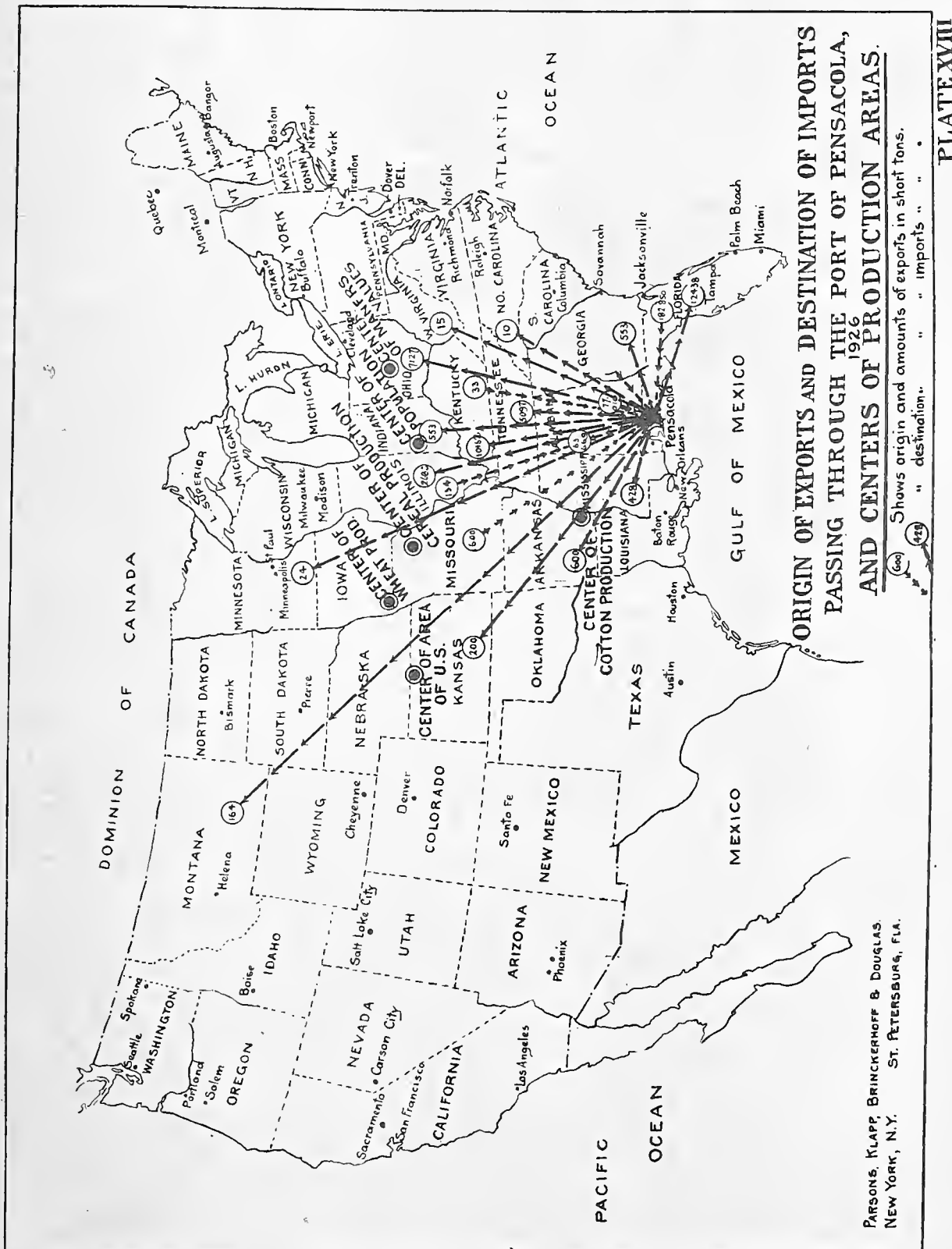
Quantities expressed in cargo tons of 2240 lbs.

Parsens, Klopp, Brinckerhoff and Douglas
Consulting Engineers
84 Pine St. New York N.Y.
110 Second St. S. St. Petersburg Fla.
Chas. E. Lund Southern Manager
Licensed Engineer No. 603

May 1921



Parsons, Klapp, Brinkerhoff & Douglas
 New York, N.Y. ST. PETERSBURG, FLA.



classification by tons from 1912 to 1926 on the shipments and receipts will be found on Page 83 and Page 84 of the Appendix. Pages 85 and 86 give the commodity classification in tons and value for the year 1926 for receipts and shipments.

The information referred to was compiled from United States Government (Army Engineers) Statistical Data: "Imports and Exports 1912 to 1925", "Coastwise Receipts and Shipments 1912 to 1925", "Origin and Destination of Imports and Exports 1913 and 1921", supplemented by our own studies.

RAIL SHIPMENTS

Page 87 in the Appendix gives the car loads of the various commodities that were forwarded and received at Pensacola over the railroads each year from 1924 to 1926 inclusive. It is gratifying to note that both on receipts and shipments the totals each year have shown slight increase over the preceding one.

In the Appendix from Page 88 to 92 is found a list of some of the most common commodities shipped from Pensacola, giving the number of cars and approximate weights for the year 1926, while Page 93 is a recapitulation for these. Page 94 gives for Escambia County (other than Pensacola) a list of Irish and sweet potatoes shipped and gives sweet potatoes and water melons from Santa Rosa County. This same information by state and commodity is compiled on Page 95 of the Appendix.

XXVIII. STIMULATION OF PORT BUSINESS

In general it can be stated that any article, grown or manufactured in the proximity of Pensacola, can be exported more cheaply through Pensacola than other ports. Similarly, any commodity to be consumed by the area adjacent to Pensacola can be imported through this port most cheaply. Since all Gulf ports have the same water rates and Pensacola and New Orleans have the same rail rates to the following cities, Minneapolis, Minn.; Kansas City, Mo.; St. Louis, Mo.; Louisville, Ky.; Chicago, Ill.; Detroit, Mich.; Cincinnati Ohio; Columbus, Ohio, etc., Pensacola is a cheaper port to use because of its lower port and miscellaneous charges and saving in sailing time. If proper facilities were offered and the railroads would carry shipments through this port it would become a keen competitor of New Orleans. With the Frisco entering this port with full line haul from these points mentioned (Cont'd on Page 149)

EXPORTS

Commodities that could logically come through Pensacola because of shorter rail and water distances from point of origin to export destination:

HAMS	Cuba
LARD	Cuba, Mexico
CORN	Cuba
WHEAT	Mexico, Japan
WHEAT FLOUR	Central America, Cuba, West Indies, Philippine Isles, Brazil, China, Mexico
TOBACCO	China, Japan, Australia
CIGARETTES	China, Strait Settlements
COTTON	France, Germany, Italy, Spain, Russia, United Kingdom, Japan
COTTON CLOTH	Mexico, Cuba, Haiti, Argentina, Colombia, Philippine Isles, Central America, Chile
COAL, BITUMINOUS	France, Italy, Brazil, Cuba
COPPER REFINED	China
AUTOMOBILES	Mexico, Australia, Japan, Cuba
MEATS	Cuba
MACHINERY	Mexico, Cuba, Dominican Republic, Chile, Colombia, Peru, Venezuela, British Isles, Straits Settlement, China, Dutch East Indies, Japan, Philippines, Australia, New Zealand
ANIMAL FATS AND OILS	Mexico, Cuba
COTTON MANUFACTURED	Costa Rica, Guatemala, Honduras, Nicaragua, Panama, Salvador, Mexico, Jamaica, Cuba, Dominican Republic, Haiti, Bolivia, Chile, Colombia, Ecuador, Peru, Venezuela, British India, China, Philippines, Australia
IRON AND STEEL MFGD.	Panama, Salvador, Mexico, Cuba, Dominican Republic, Chile, Colombia, Peru, Venezuela, British India, Straits Settlement, China, Java, Madura, Dutch Indies, Japan, Australia, Philippines, New Zealand
FRUITS	Mexico, Cuba
WOOL AND MFGD.	Mexico, Cuba, Peru, China, Japan, Australia
LEATHER	Cuba, Brazil, China, Japan
RUBBER MANUFACTURED	Mexico, Cuba, Japan, Philippines, Australia, New Zealand
OIL CAKE AND MEAL	Belgium, Denmark, Germany, Netherland, United Kingdom
NAVAL STORES	Germany, United Kingdom, Argentina
BOOK AND PRINTED	Australia, Philippines
LEATHER MFGD.	Mexico, Cuba

IMPORTS

Commodities that could be imported through Pensacola because of shorter water distances to port from point of origin:

CATTLE HIDES	Colombia
SHEEP AND LAMB SKINS.....	New Zealand
GOAT AND KID SKINS.....	Brazil, China, Mexico
FURS UNDRESSED	China, Australia
COCOA AND BEANS.....	Dominican Republic, British West Indies, Brazil, Ecuador
COFFEE	Mexico, Brazil, Colombia, Venezuela, Central America
TEA	China, Japan, British West Indies
SUGAR CANE	Cuba, Philippines, Mexico
RUBBER CRUDE	Brazil, British East Indies, Dutch East Indies
TOBACCO	Cuba
COTTON UNMFGD.	Mexico, Peru, British India, China
COTTON CLOTH	Japan, China, Philippines
BURLAPS	British India
WOOL AND MOHAIR	Argentina, China, Australia, British India,
MFGD.	Persia
SILK, RAW	China, Japan
CRUDE PETROLEUM	Mexico
COPPER UNREFINED	
AND ORE	Mexico, Chile, Peru
TIN, BARS AND BLOCKS.....	Straits Settlements
SODIUM NITRATE	Chile
VEGETABLE OILS	China, Japan, Kwantung, Philippines
VEGETABLE FIBERS	Philippines, British India, Java, Madura, New Zealand, Dutch East Indies, Mexico
OIL SEEDS	British India, Straits Settlements, Philippines, Argentina
FRUITS	Costa Rica, Guatemala, Honduras, Mexico, Nicaragua, Panama, Jamaica, Cuba, Colombia.
SILK MANUFACTURED	China, Japan
VEGETABLES	
AND PREPARATIONS.....	Mexico, Cuba, Java, Madura, Japan
NUTS	Ceylon, China, Philippines
MINERAL OILS	Mexico
FISH	Japan
LEATHER	British India

to Pensacola, it will possibly bring its business here rather than lose part of the haul by shipment through New Orleans. This means, with development along that line and because of Pensacola being a cheaper port, the L. & N. will also feature the Port of Pensacola to its customers or lose some of its business.

The lists of commodities compiled under the headings of exports and imports on the preceding pages, together with the countries of destination and origin respectively (taken from U. S. Reports on Imports and Exports), represent articles that should pass through this port, either coming from the middle west and south, or destined for that area as shown in trade territories on Plate XXI, in Article XXIX. If investigation were carried far enough it might be found that even more countries either receiving or shipping these commodities could be added to this list because of better rail and water rates through Pensacola than through Atlantic ports. And again, it might be found that articles not listed might be added, owing to time saved or advantageous rates or rates that could be changed to make Pensacola a desirable port for them.

This discussion of commodities that could be brought through Pensacola is largely, one of rates, which is a subject that the city should thoroughly investigate.

XXIX. SCHEDULE OF IMPORTANT TARIFFS AND COMPARISON

The subject of rail and water tariffs is so extensive that considerable money and months of time may be spent by experts upon this part of the survey alone. Without exhaustive discussion therefore, we give herewith certain examples of comparative class and commodity rates, which when duly examined will give one a fair idea of the advantages or disadvantages which Pensacola may have over other sea coast towns in the United States. The important thing to remember is that even though in certain cases the rates are disadvantageous to Pensacola, still, by proper and good argument, changes may be brought about.

The schedules for rail rates are as follow: (NOTE: The freight rates given below are quoted for reference and comparison only, and confirmation should be requested from the railroads in specific cases as they are constantly being canceled and changed.)

New Orleans, La.
\$3.39
\$2.25 * or \$2.30

To:
Mobile, Ala.
\$3.24
1.80

-----	\$3.24
-----	1.80

From:
Jellico, T
Birmingham

\$2.25 * or \$2.30

*Applicable when delivered to tipple for vessel

Authorities L & N GFO 205-C—ICC a 15714
 Authorities L & N GFO 201-D—ICC a 15774

IMPORT CLASS RATES

(Governed by Official Classification)

To Chicago, Ill.

From:	1	2	3	4	5	6	Rule
Pensacola	(A) 135	119	90	63	54	45	25
	(B) 113½	97	75½	53½	47	38	101
Mobile	(A) 135	119	90	63	54	45	83
	(B) 113½	97	75½	53½	47	38	101
New Orleans	(A) 135	119	90	63	54	45	83
	(B) 113½	97	75½	53½	47	38	101
Jacksonville	125½	109½	86½	59½	50½	41½	83
Charleston	125½	109½	86½	59½	50½	41½	93
New York	142	124½	94½	66	56½	47½	93
							106

To Detroit, Mich.

Pensacola	(A)	189½	164	127	91	71½	58½	139½	101½
	(B)	169	143½	113½	82	65	51½	122½	90½
Mobile	(A)	189½	164	127	91	71½	58½	139½	101½
	(B)	169	143½	113½	82	65	51½	122½	90½
New Orleans	(A)	189½	164	127	91	71½	58½	139½	101½
	(B)	169	143½	113½	82	65	51½	122½	90½
Jacksonville		180½	155	123	87	68	55½	131½	99
Charleston		180½	155	123	87	68	55½	131½	99
New York		111	97	73½	51½	44	37	82½	59

To Cincinnati, Ohio

Pensacola	(A)	110 1/2	97	74	51 1/2	44	36 1/2	82 1/2	59
	(B)	90	76 1/2	60 1/2	42 1/2	37 1/2	29 1/2	65 1/2	48
Mobile	(A)	110 1/2	97	74	51 1/2	44	36 1/2	82 1/2	59
	(B)	90	76 1/2	60 1/2	42 1/2	37 1/2	29 1/2	65 1/2	48

IMPORT CLASS RATES (Continued)

(Governed by Official Classification)

From:	To Cincinnati, Ohio						Rule
	1	2	3	4	5	6	
New Orleans	(A) 110½	97	74	51½	44	36½	26
Jacksonville	(B) 90	76½	60½	42½	37½	29½	59
Charleston	101½	88	70	47½	40½	33½	48
New York	101½	88	70	47½	40½	33½	56½
	123½	108½	82	57½	49	41½	56½
							65½
To Columbus, Ohio							
Pensacola	(A) 169	146½	113	81	64½	53	90
Mobile	(B) 148½	126	99½	72	58	46	79
	(A) 169	146½	113	81	64½	53	90
	(B) 148½	126	99½	72	58	46	79
New Orleans	(A) 169	146½	113	81	64½	53	90
Jacksonville	(B) 148½	126	99½	72	58	46	79
Charleston	160	137½	109	77	61	50	87½
New York	160	137½	109	77	61	50	87½
	111	97	73½	51½	44	37	59
To Louisville, Ky.							
Pensacola	(A) 126½	111½	84½	59	51	42½	67½
Mobile	(B) 106	91½	71	50	44	35½	56½
	(A) 126½	111½	84½	59	51	42½	67½
	(B) 106	91½	71	50	44	35½	56½
New Orleans	(A) 126½	111½	84½	59	51	42½	67½
Jacksonville	(B) 106	91½	71	50	44	35½	56½
Charleston	117½	102½	81	56	47½	38½	65
New York	117½	102½	81	56	47½	38½	65
	142	124½	94½	66	56½	47½	75½
To Minneapolis, Minn.							
Pensacola	(A) 195	169½	129	90	78	65	103½
Mobile	(B) 173½	148	115	80½	70½	57½	92
	(A) 195	169½	129	90	78	65	103½
	(B) 173½	148	115	80½	70½	57½	92
New Orleans	(A) 195	169½	129	90	78	65	103½
Jacksonville	(B) 173½	148	115	80½	70½	57½	92
Charleston	189	158	124½	86	74	60	99½
New York	189	158	124½	86	74	60	99½
	195	165½	129	90	78	65	103

(A) Apply on traffic from Insular possessions of the United States and foreign countries other than those in Europe and Africa.
 (B) Apply on traffic from Europe and Africa.

DOMESTIC CLASS RATES (A)

(Governed by Southern Classification except as noted)

TO-	FROM CHICAGO, ILL.										DISTANCES IN MILES	
	1	2	3	4	5	6	A	B	C	D		
Pensacola, Fla.	198	170	150½	127	103	85	57½	69½	53½	47½	898	
Mobile, Ala.	198	170	150½	127	103	85	57½	69½	53½	47½	864	
New Orleans, La.	198	170	150½	127	103	85	57½	69½	53½	47½	919	
(*)Jacksonville, Fla.	248½	213	181½	148	115½	94½	-	-	-	-	1061	
(*)Charleston, S. C.	248½	213	181½	148	115½	94½	-	-	-	-	1104	
(X)New York, N.Y.	142	124½	94½	66	56½	47½	-	-	-	-	909	
FROM DETROIT, MICH.												
Pensacola, Fla.	213½	183½	162	136½	110½	92	61½	74½	57½	51½	996	
Mobile, Ala.	213½	183½	162	136½	110½	92	61½	74½	57½	51½	995	
New Orleans, La.	213½	183½	162	136½	110½	92	61½	74½	57½	51½	1092	
(*)Jacksonville, Fla.	247	211½	180½	147	115	94	-	-	-	-	1062	
(*)Charleston, S.C.	247	211½	180½	147	115	94	-	-	-	-	1069	
(X)New York, N.Y.	111	97	73½	51½	44	37	-	-	-	-	648	
FROM CINCINNATI, OHIO												
Pensacola, Fla.	187	161	142	119½	97	80½	54½	65½	50½	45	740	
Mobile, Ala.	187	161	142	119½	97	80½	54½	65½	50½	45	739	
New Orleans, La.	187	161	142	119½	97	80½	54½	65½	50½	45	836	
Jacksonville, Fla.	168	144½	127½	107½	87½	72	49½	59	45½	40½	806	
Charleston, S. C.	168	144½	127½	107½	87½	72	49½	59	45½	40½	797	
(X)New York, N.Y.	123½	108½	82	57½	49	41½	-	-	-	-	751	
FROM COLUMBUS, OHIO												
Pensacola, Fla.	204½	175½	155½	131	106	88	59½	71½	55½	49	856	
Mobile, Ala.	204½	175½	155½	131	106	88	59½	71½	55½	49	856	
New Orleans, La.	204½	175½	155½	131	106	88	59½	71½	55½	49	952	
(*)Jacksonville, Fla.	226½	194	166½	137	108	88½	-	-	-	-	922	
(*)Charleston, S.C.	226½	194	166½	137	108	88½	-	-	-	-	921	
(X)New York, N.Y.	109½	96	73	51	43½	36½	-	-	-	-	631	
FROM LOUISVILLE, KY.												
Pensacola, Fla.	173½	149½	132	111	90½	74½	50½	61	47	42	643	
Mobile, Ala.	173½	149½	132	111	90½	74½	50½	61	47	42	650	
New Orleans, La.	173½	149½	132	111	90½	74½	50½	61	47	42	747	
Jacksonville, Fla.	168	144½	127½	107½	87½	72	49½	59	45½	40½	780	
Charleston, S.C.	168	144½	127½	107½	87½	72	49½	59	45½	40½	783	
(X)New York, N.Y.	142	124½	94½	66	56½	49½	-	-	-	-	865	

DOMESTIC CLASS RATES (A) Cont'd.

TO-	FROM ST. LOUIS, MO.						D	DISTANCES IN MILES
	1	2	3	4	5	6		
Pensacola, Fla.	173½	149½	132	111	90½	74½	50½	733
Mobile, Ala.	173½	149½	132	111	90½	74½	50½	681
New Orleans, La.	173½	149½	132	111	90½	74½	50½	706
Jacksonville, Fla.	211	181	159½	132	108	88	63	915
Charleston, S.C.	211	181	159½	132	108	88	63	921
New York, N.Y.	166	145½	110½	77	66	55½	-	1053
FROM MINNEAPOLIS, MINN.								
(#) Pensacola, Fla.	251½	214	176½	151	121	131	101	1329
(#) Mobile, Ala.	251½	214	176½	151	121	131	101	1235
(#) New Orleans, La.	251½	214	176½	151	121	131	101	1296
Jacksonville (To Cincinnati)	121½	99	79	50½	39½	50½	38½	1486
(Beyond Cincinnati)	168	144½	127½	107½	87½	72	49½	1486
Charleston (To Cincinnati)	121½	99	79	50½	39½	50½	38½	1522
(Beyond Cincinnati)	168	144½	127½	107½	87½	72	49½	1522
FROM KANSAS CITY, MO.								
(#) Pensacola, Fla.	223½	190½	156½	133½	107	116	90	969
(#) Mobile, Ala.	223½	190½	156½	133½	107	116	90	867
(#) New Orleans, Ala.	223½	190½	156½	133½	107	116	90	868
(Z) Jacksonville (To St. Louis)	92	78	64½	46	32	37	30	1166
(Beyond St. Louis)	211	181	159½	132	108	88	63	1166
(Z) Charleston (To St. Louis)	92	78	64½	46	32	37	30	1204
(Beyond St. Louis)	211	181	159½	132	108	88	63	1204
FROM ATLANTA, GA.								
Pensacola, Fla.	128	110	97½	82	66½	55	37	336
Mobile, Ala.	128	110	97½	82	66½	55	37	352
New Orleans, La.	141	121½	107	90	73½	60½	41	492
Jacksonville, Fla.	112	96	85	72	58	48	32½	331
Charleston, S.C.	112	96	85	72	58	48	32½	309
FROM BIRMINGHAM, ALA.								
Pensacola, Fla.	111	95½	94½	71	57½	47½	32	251
Mobile, Ala.	111	95½	94½	71	57½	47½	32	253
New Orleans, La.	125	107½	95	80	65	54	36½	355
Jacksonville, Fla.	130	112	99	83	68	56	38	433
Charleston, S.C.	130	112	99	83	68	56	38	476
FROM CHATTANOOGA, TENN.								
Pensacola, Fla.	132	113½	100½	84½	68½	57	38½	394
Mobile, Ala.	132	113½	100½	84½	68½	57	38½	401
New Orleans	141	121½	107	90	73½	60½	41	498
Jacksonville, Fla.	130	112	99	83	68	56	38	468
Charleston, S.C.	130	112	99	83	68	56	38	446
FROM MEMPHIS, TENN.								
Pensacola, Fla.	160	137½	122	102½	83½	69	46½	485
Mobile, Ala.	160	137½	122	102½	83½	69	46½	383
New Orleans, La.	122½	105½	93	78½	63½	52½	35½	395
Jacksonville, Fla.	162½	139	122	101½	82	66	44	682
Charleston, S.C.	162½	139	122	101½	82	66	44	729

(X) Governed by official classification.

(#) Governed by Western Classification

(Z) Governed by Western Classification to St. Louis, Southern beyond.

(*) Governed by Official Classification to Cincinnati - Southern beyond.

(Cents per 100 pounds)

DOMESTIC CLASS RATES (B)

TO-	1	2	3	4	5	6	7	8	9	10	11	12
Pensacola, Fla.	211	179	148	116	95	84	74	63	53	47	42	37
Mobile, Ala.	208	177	146	114	94	83	73	62	52	47	42	36
New Orleans, La.	214	182	150	118	96	86	75	64	54	48	43	37
Jacksonville, Fla.	232	197	162	128	104	93	81	70	58	52	46	41
Charleston, S.C.	223	190	156	123	100	89	78	67	56	50	45	39
FROM DETROIT, MICH.												
Pensacola, Fla.	223	190	156	123	100	89	78	67	56	50	45	39
New Orleans, La.	235	200	165	129	106	94	82	71	59	53	47	41
Jacksonville, Fla.	232	197	162	128	104	93	81	70	58	52	46	41
Charleston, S.C.	220	187	154	121	99	88	77	66	55	50	44	39
FROM CINCINNATI, OHIO												
Pensacola, Fla.	190	162	133	105	86	76	67	57	48	43	38	33
New Orleans, La.	205	174	144	113	92	82	72	62	51	46	41	36
Jacksonville, Fla.	202	172	141	111	91	81	71	61	51	45	40	35
Charleston, S.C.	187	159	131	103	84	75	65	56	47	42	37	33
FROM COLUMBUS, OHIO												
Pensacola, Fla.	208	177	146	114	94	83	73	62	52	47	42	36
New Orleans, La.	220	187	154	121	99	88	77	66	55	50	44	39
Jacksonville, Fla.	214	182	150	118	96	86	75	64	54	48	43	37
Charleston, S.C.	196	167	137	108	88	78	69	59	49	44	39	34
FROM LOUISVILLE, KY.												
Pensacola, Fla.	178	151	125	98	80	71	62	53	45	40	36	31
New Orleans, La.	183	164	135	106	87	77	68	58	48	43	39	34
Jacksonville, Fla.	199	169	139	109	90	80	70	60	50	45	40	35
Charleston, S.C.	184	156	129	101	83	74	64	56	46	41	37	32
FROM ST. LOUIS, MO.												
Pensacola, Fla.	190	162	133	105	86	76	67	57	48	43	38	33
Mobile, Ala.	178	151	125	98	80	71	62	53	45	40	36	31
New Orleans, La.	187	159	131	103	84	75	65	56	47	42	37	33
Jacksonville, Fla.	214	182	150	118	96	86	75	64	54	48	43	37
Charleston, S.C.	214	182	150	118	96	86	75	64	54	48	43	37
FROM ATLANTA, GA.												
Pensacola, Fla.	129	109	90	71	58	52	46	39	32	29	26	23
Mobile, Ala.	133	113	93	73	60	53	47	40	33	30	27	23
New Orleans, La.	154	131	108	85	69	62	54	46	39	35	31	27
Jacksonville, Fla.	129	109	90	71	58	52	46	39	32	29	26	23
Charleston, S.C.	125	106	88	69	56	50	44	38	31	28	25	22
FROM BIRMINGHAM, ALA.												
Pensacola, Fla.	113	96	79	62	51	46	40	34	28	25	23	20
New Orleans, La.	133	113	93	73	60	53	47	40	33	30	27	23
Jacksonville, Fla.	145	123	102	80	65	58	51	44	36	33	29	25
Charleston, S.C.	151	128	106	83	68	60	53	45	38	34	30	26
FROM CHATTANOOGA, TENN.												
Pensacola, Fla.	139	118	97	77	63	56	49	42	35	31	28	24
Mobile, Ala.	142	121	99	78	64	57	50	43	36	32	28	25
New Orleans, La.	154	131	108	85	69	62	54	46	39	35	31	27
Jacksonville, Fla.	151	128	106	83	68	60	53	45	38	34	30	26
Charleston, S.C.	148	126	104	81	67	59	52	44	37	33	30	26
FROM MEMPHIS, TENN.												
Pensacola, Fla.	154	131	108	85	69	62	54	46	39	35	31	27
Mobile, Ala.	139	118	97	77	63	56	49	42	35	31	28	24
New Orleans, La.	139	118	97	77	63	56	49	42	35	31	28	24
Jacksonville, Fla.	184	156	129	101	83	74	64	55	46	41	37	32
Charleston, S.C.	190	162	133	105	86	76	67	57	48	43	38	33

(B) PROPOSED IN SOUTHERN CLASS RATE INVESTIGATION (I.C.C. DOCKET 13494) TO BE EFFECTIVE PROBABLY JANUARY 1ST, 1928.
GOVERNED BY SOUTHERN CLASSIFICATION.
NO THROUGH RATE PROPOSED FROM MINNEAPOLIS, MINN. OR KANSAS CITY, MO.

EXPORT CLASS RATES (C)
GOVERNED BY OFFICIAL CLASSIFICATION EXCEPT AS NOTED (X)

Cents per 100 pounds

TO-	1	2	3	4	5	6	Rule	Rule
					FROM CHICAGO, ILL.		25	72
Pensacola, Fla.	135	119	90	63	54	45	101	72
Mobile, Ala.	135	119	90	63	54	45	101	72
New Orleans, La.	135	119	90	63	54	45	101	72
Jacksonville, Fla.	135	119	90	63	54	45	101	72
Charleston, S. C.	135	119	90	63	54	45	101	72
New York City	142	124	94	66	56	47	106	75
					FROM DETROIT, MICH.			
Pensacola, Fla.	106	92	70	49	42	35	78	56
Mobile, Ala.	106	92	70	49	42	35	78	56
New Orleans, La.	106	92	70	49	42	35	79	56
Jacksonville, Fla.	106	92	70	49	42	35	79	56
Charleston, S. C.	106	92	70	49	42	35	82	59
New York, N.Y.	111	97	73	51	44	37		
					FROM CINCINNATI, OHIO			
Pensacola, Fla.	115	101	77	54	46	38	87	62
Mobile, Ala.	115	101	77	54	46	38	87	62
New Orleans, La.	115	101	77	54	46	38	87	62
Jacksonville, Fla.	115	101	77	54	46	38	87	62
Charleston, S.C.	115	101	77	54	46	38	87	62
New York, N.Y.	123	108	82	57	49	41	92	65
					FROM COLUMBUS, OHIO			
Pensacola, Fla.	104	91	70	48	41	34	78	56
Mobile, Ala.	104	91	70	48	41	34	78	56
New Orleans, La.	104	91	70	48	41	34	78	56
Jacksonville, Fla.	104	91	70	48	41	34	77	56
Charleston, S.C.	104	91	70	48	41	34	77	56
New York, N.Y.	109	96	73	51	43	36	81	58
					FROM LOUISVILLE, KY.			
Pensacola, Fla.	115	101	77	54	46	38	87	62
Mobile, Ala.	115	101	77	54	46	38	87	62
New Orleans, La.	115	101	77	54	46	38	87	62
Jacksonville, Fla.	115	101	77	54	46	38	87	62
Charleston, S.C.	115	101	77	54	46	38	87	62
New York, N.Y.	142	124	94	66	56	47	106	75
					FROM ST. LOUIS, MO.			
Pensacola, Fla.	123	108	82	57	49	41	92	66
Mobile, Ala.	123	108	82	57	49	41	92	66
New Orleans, La.	123	108	82	57	49	41	92	66
Jacksonville, Fla.	135	119	90	63	54	45	101	72
Charleston, S.C.	135	119	90	63	54	45	101	72
New York, N.Y.	166	145	110	77	66	55	123	88
					FROM MINNEAPOLIS, MINN.			
(X) Pensacola, Fla.	205	167	131	105	81	74	A	77
(X) Mobile, Ala.	205	167	131	105	81	74	59	77
(X) New Orleans, La.	205	167	131	105	81	74	59	77
(Z) Jacksonville, Fla.	226	195	151	104	87	-	-	-
(Z) Charleston, S.C.	226	195	151	104	87	-	-	-
					FROM KANSAS CITY, MO.			
(X) Pensacola, Fla.	173	142	115	90	70	63	48	68
(X) Mobile, Ala.	173	142	115	90	70	63	48	68
(X) New Orleans, La.	173	142	115	90	70	63	-	-
(*) Jacksonville, Fla.	226	192	150	107	87	-	-	-
(*) Savannah, Ga.	226	192	150	107	87	-	-	-

(X) GOVERNED BY SOUTHERN CLASSIFICATION.
(*) GOVERNED BY WESTERN CLASSIFICATION TO ST. LOUIS - SOUTHERN BEYOND
(Z) GOVERNED BY WESTERN CLASSIFICATION TO CHICAGO - SOUTHERN BEYOND

MAHOGANY LOGS C. L.

FROM	Knoxville, Ten.	TO Louisville, Ky.
Mobile, Ala.	\$0.36	\$0.38
Pensacola, Fla.	.36	.38
New Orleans, La.	.38 ½	.38

Authority Spiedens 87-E.....ICC 1049
Emersons 5-C.....ICC 117

COTTON. C. L.

FROM	Pensacola	Mobile	TO New Orleans	Jacksonville
A. & F. Division L. & N. R. R. Georgiana, Ala.	\$.45	\$.47	\$.66	\$.77
Graceville, Fla.	.55	.62	.72	.77
Selma, Ala.	.58	.58	.70	.80
Mourotton, Ala.	.40	.43	.64	.80 ½
Atmore, Ala.	.34	.36	.59	.79
Greenville, Ala.	.47	.51	.68	.76
Meridian, Miss.	.75	.60 ½	.65 ½	.84 ½
Montgomery, Ala.	.58	.58	.70	.74
Chipley, Fla.	.47	.62	.72	.71
Marianna, Fla.	.51	.64	.73	.71
Rome, Ga.	.72	.72	.78	.72
Decatur, Ala.	.72	.72	.78	.81
Albany, Ga.	.74	.74	.80	.59
Columbus, Ga.	.70	.70	.78	.70
Moultrie, Ga.	.76	.76	.82	.62
Memphis, Tenn.	.76 ½	.76 ½	.76 ½	.88

Authority L. & N. R. R. Co.

SPECIAL IRON AND STEEL ARTICLES C. L.

FROM	Pensacola	Mobile	TO Jacksonville	New Orleans
Chattanooga, Tenn.	\$.38	\$.38	\$.38	\$.41
Birmingham, Ala.	.28	.28	.38	.34

Authority Spiedens Mfgs. Iron Tariff.

TOBACCO C. L.
(Manufactured)

FROM	TO		
	Pensacola, Fla.	Mobile, Ala.	New Orleans, La.
	(proper)	(proper)	(proper)
Bowling Green, Ky.	\$.56	\$.56	\$.56
	(export)	(export)	(export)
	.54½	.54½	.54½
	(export and proper)		
Hopkinsville, Ky.	.47½	.47½	.47½
	Jacksonville, Fla.		
Hopkinsville, Ky.	.52½		

Authority ICC-a-15556

Spiedens Export Traffic 77-1-ICC 1019.

In general domestic class and commodity rates to and from Pensacola, Fla.; Mobile, Ala.; Gulfport, Miss.; and New Orleans, La., are the same to like points in the states of Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania, West Virginia and Ontario, Canada. It is hard to make a comparison with Jacksonville, Fla., as the rates are made on combination. They are somewhat higher than for the Gulf ports.

Commodity rates are also the same from Pensacola, Fla.; Mobile, Ala.; Gulfport, Miss.; and New Orleans, La., to Chattanooga, Tenn.; Knoxville, Tenn.; Rome, Ga.; Atlanta, Ga.; Augusta, Ga.; Macon, Ga.; Columbus, Ga.; and Opelika, Ala., and intermediate points.

The rate from these places to Jacksonville are very irregular.

(Authorities for above Jones Tariff 15P ICC 1895

Glens ICC-A-545.)

The domestic class and commodity rates from Pensacola, Fla.; Mobile, Ala.; Gulfport, Miss.; and New Orleans, La., to Chicago, Ill.; Milwaukee, Wis.; Indianapolis, Ind.; Peoria, Ill.; Springfield, Ill.; etc., and points taking the same rates, are the same. To Jacksonville from these points combinations only apply and are higher than to Gulf ports.

(Authority of above Jones Tariff 108L.

ICC-1907.)

STEAMSHIP RATES IN AND OUT OF PENSACOLA

Pensacola has the same conference ocean rates as the other Gulf ports but has a cheaper charter or contract rate because of the nearness to the open Gulf and the small port charges. For rates on commodities through Gulf ports see tables Plates XIX and XX on the following pages. These tables were extracted bodily from "THE DAILY SHIPPING NEWS," published in New Orleans. There is no such table available for South Atlantic Ports and it would require much money and time to compile it, but there are many articles that could be shipped through Pensacola cheaper than through Atlantic Ports and a thorough investigation should be made.

COMBINED RAIL AND WATER RATES

A tariff of combined rail and water rates is not available, but some idea of how they work out is given herewith.

Water rates from New Orleans, La., and Mobile, Ala., to Pensacola are about 20% less than all rail.

On a few commodities from St. Louis, Mo., to Mobile, Ala., by water and by rail from Mobile to Pensacola, rates are 20% less than all rail.

New York to Mobile, Ala., via water and thence rail to Pensacola takes a rate approximately 10% less than all rail.

New York to Charleston S. C. (Clyde Line) and to Savannah, Ga., (Ocean S. S. Co.) and thence rail to Pensacola, Fla., take the same rates as all rail, but this service is largely used on account of the saving in time. Freight moves over this combined water and rail route in seven days as against twenty-one for the all rail.

DISCUSSION OF CONDITIONS AFFECTING ALL CLASSES OF RATES AND HOW THEY MAY BE REDUCED

Pensacola, Mobile and New Orleans now have the same freight rates from points north of the Ohio River regardless of distance. This in most cases is of a slight advantage to New Orleans over Mobile and Pensacola and in a few instances gives Mobile and Pensacola the benefit.

There have been new rates prepared in the Southern Class Rate Investigation (ICC Docket 13494) to be effective probably Jan. 1st, 1928. A table

EXPLANATION OF REFERENCE MARKS

(On XIX and XX)

- (1) Via Puerto Columbia. Rates apply to Puerto Columbia only.
- (2) Manifest fee 15 cents per \$1. Consular Invoice value; Stamp tax \$1. tonnage and wharfage dues \$3. per 1,000 kilos.
- (3) In barrels, 45c; in bags, 36c per 100 pounds.
- (4) Boxed, actual weight. Other rates on application.
- (5) Per bag or barrel.
- (6) Per bag or barrel, 50c per ½ bag or barrel.
- (7) Per barrel of 12 Cu. Ft.
- (8) Applies on Box and Crate Shooks; Barrel Shooks 78c per 100 lbs.
- (9) Applies on Box and Crate Shooks; Barrel Shooks 65c per 100 lbs.
- (10) Applies on Box and Crate Shooks; Barrel Shooks 66c per 100 lbs.
- (11) Applies on Box and Crate Shooks; Barrel Shooks 71c per 100 lbs.
- (12) Applies on Box and Crate Shooks; Barrel Shooks 42c per 100 lbs.
- (13) Packed in barrels; in bags, 47½.
- (14) Packed in barrel; in bags, 37½.
- (15) Add to rates quoted 4c per 100 kilos wharfage when to LaGuaira.
- (16) Applies on Box and Crate Shooks only; Barrel Shooks 91c per 100 lbs.
- (17) Applies on Box and Crate Shooks only; Barrel Shooks \$1.20 per 100 lbs.
- (18) Applies on Barrel and Box Shooks.
- (19) Applies on Oil in cases only, when packed in barrels, \$2.00 per barrel.
- (20) Add to rates quoted 5c per 100 pounds wharfage at Puerto Cortez.
- (21) Add to rates quoted \$1.38 per 2173 pounds or ton of 50 Cu. Ft. landing charge at Port au Prince, Lumber \$1.38 per M. Ft.
- (22) Per 40 Cu. Ft. (100 Cu. Ft. being equal to 1,000 Su. Ft.)
- (23) Plus 5% on account Electric Light Impost; also 40c per 1,000 kilos wharfage.
- (24) Less 15%.
- (25) To San Juan add 2½c per 100 pounds or 1c per Cu. Ft. landing charge. Rates to Ponce are landed or at Steamer's option into lighters, consignee paying dock or lighterage charges; other Porto Rican points, rates apply to lighter delivery.
- (26) By trans-shipment at Kingston.
- (27) Rates quoted on application, subject to tonnage.
- (28) Per ton of 2,240 pounds.
- (29) Per ton of 2,240 pounds or 40 cubic feet. Ship's option.
- (30) High Density Bales, 15c per 100 pounds lower.
- (31) In barrels, 50 cents per 100 pounds; in bags, 45 cents.
- (32) Per 1,000 Supl. feet, shipside to shipside. Plus Govt. charges.
- (33) Indicates open rates. Agents have no set rate. Rate on application.
- (34) Rates do not include lighterage charges at Rio and apply free from along-side, except Lumber, Lubricating Oil and Rosin.
- (35) Rates quoted on application.
- (36) Under deck, 30 cents on deck.
- (37) Per cubic foot.
- (38) Per barrel.
- (39) Rates applied to Dock Delivery only.
- (40) On or under deck, ship's option.
- (41) Rates shown in bags: in barrels, 78 cents.
- (42) Same rates as to Barranquilla; when from Central Freight Assn. Territory, New York rates apply.
- (43) Wheat Flour rates apply on following commodities in bags: Barley, Corn, Corn Meal, Corn and Rye Flour.
- (44) A delivery charge of 2½ cents per cubic foot or 5 cents per 100 pounds.
- (45) Up to 6,720 pounds only.
- (46) Up to 6,720 pounds only.
- (47) Up to 6,000 pounds only and completely boxed; set up and unprotected, 32 cents per cubic foot, or 64 cents per 100 pounds.
- (48) Dunkirk direct, trans-shipment 15 cents higher.
- (49) 2½ cents less, second class liners and Shipping Board steamers.
- (50) Per ton of 2,240 pounds or 40 cubic feet, ship's option. \$2.50 less ship-ments originating Pacific Coast.
- (51) Applies in bags. When in barrels rate will be 60 cents per 100 pounds.
- (52) Per standard.
- (53) Less 40 per cent.
- (54) Per case.
- (55) Per ton of 2,000 pounds.
- (56) Under deck, 37½ cents on deck.
- (57) 10% (account trans-shipment at Panama).
- (58) Plus 1 1-5 per cent Manifest Fee on invoice value Plus 60c per ton of 2,000 lbs. or 40 cubic feet surcharge.
- (59) Add 2½% surcharge.
- (60) In bags, 30 cents; in barrels, 60 cents per barrel.
- (61) \$4.00 per barrel; \$2.08 per half barrel.
- (62) In cases, 20 cents per cubic foot; in barrels, \$2.00 per barrel.
- (63) Per cubic foot or 45 cents per 100 pounds. Ship's option.
- (64) Per cubic foot or 50 cents per 100 pounds. Ship's option.
- (65) To Arecibo add 10 per cent.
- (66) 50c in barrels and 50c in sacks.
- (67) Manifest Fee 15 cents per \$100. Consular Invoice value. Stamp tax 50c per set B-L and 50c per original page invoice. Tonnage dues \$2 per 1,000 kilos. Surcharge 50% surcharge of freight charges.
- (68) 1 cent less, second class liners and Shipping Board steamers.
- (69) Per ton of 2,000 pounds or 40 cubic feet. Ship's option.
- (70) Transfer charge for all commodities; 1c per cubic foot or 1½c per 100 lbs. Ship's option.
- (71) \$2. per 100 pounds.
- (73) Import tax 50c per 1,000 kilos.

of these rates follows the regular table of class rates now in effect, as shown in the preceding Pages Nos. 152 to 155 inclusive. These proposed rates are generally somewhat higher than the ones now in effect but gives Pensacola the advantage of her geographical position as to mileage.

The ports of Boston, Mass.; New York; Philadelphia, Pa.; Baltimore, Md.; and Norfolk, Va., have a big advantage over Pensacola in domestic class rates. For instance, the distance from New York to Chicago is 909 miles and Class L rate is \$1.42 per hundred pounds; Pensacola is 898 miles from Chicago and has a rate of \$1.98 per hundred. For Class 6 the rate is 47 ½c against 85c or almost 100% difference.

Again, the distance from Cincinnati to Pensacola and New York is about equal; but the Class 1 rates are \$1.87 and \$1.23 ½ respectively.

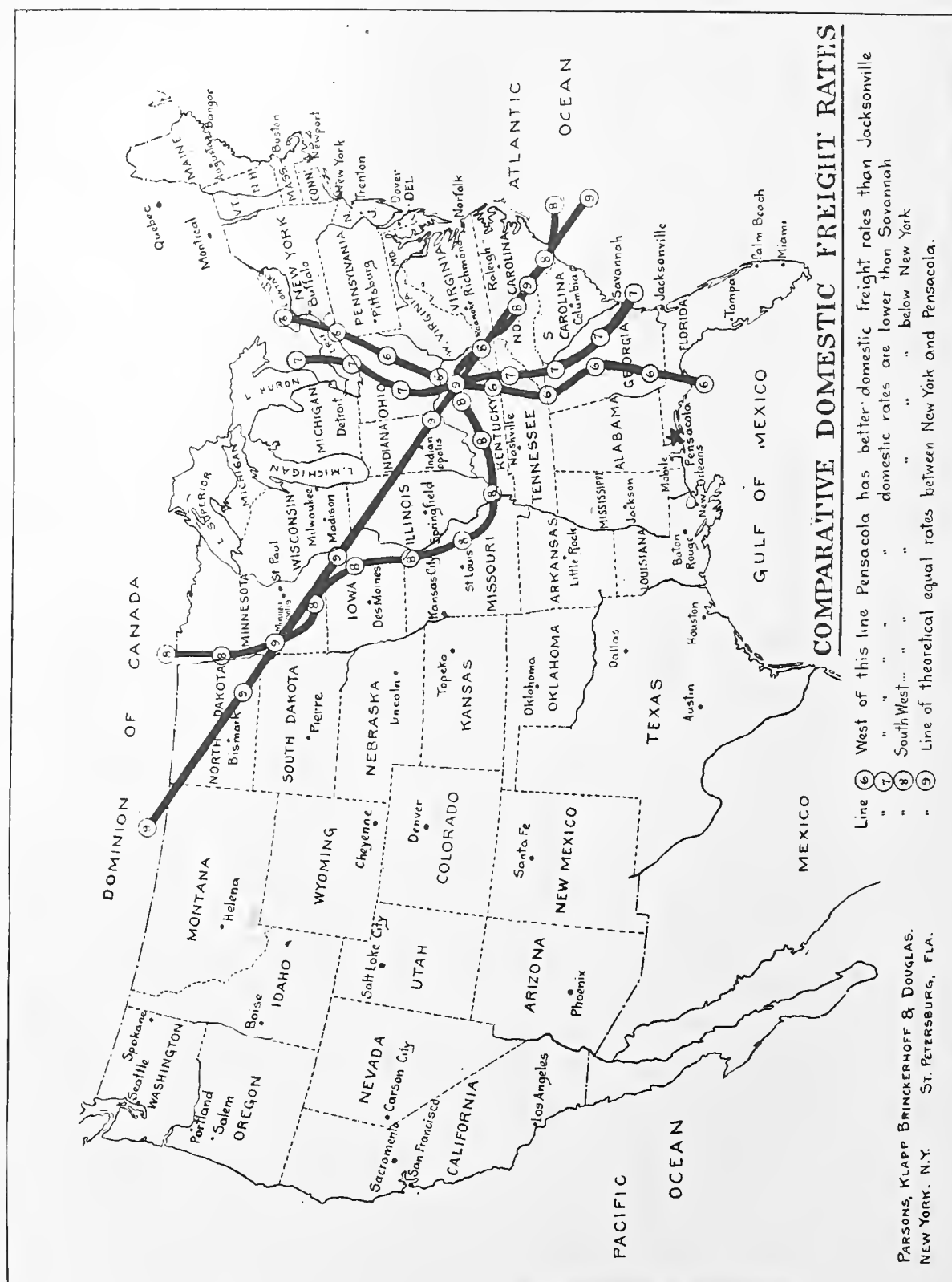
This condition is shown by Domestic Rate Line No. 8, Plate XXII on Page No. 164. The straight line No. 9 is the line of the theoretical equal rate and shows how the low New York rate gets down into the southern territory.

The Port of Pensacola has no competitor in her own immediate territory, which runs north into Alabama for one hundred and thirty miles. See shaded portion No. 1, Plate XXI on Page No. 163.

The Port of Mobile shares equal rates with Pensacola in the section immediately north of the first territory, taking in most of Alabama, Western Georgia and a bit of Tennessee. See shaded portion No. 2, on Plate XXI.

New Orleans has equal rates with Pensacola over a large area north of a line drawn from Wilmington, N. C. to Columbus, Miss., thence to St. Louis, Mo., through northern Colorado, southeastern Utah and eastern Arizona to the Pacific Coast. See Domestic Export and Import line No. 3, Plate No. XXI.

The Port of Pensacola has the advantage over the Port of New York in export rates west of a line from Wilmington, N. C., up through West Virginia to Buffalo. See Export Line No. 4, Plate No. XXI.



On import rates Pensacola has the advantage over New York, west of a line running from Wilmington, N. C., between Chicago and Detroit to the north. See Import Line No. 5, Plate No. XXI.

Pensacola has the advantage over Jacksonville on domestic rates, west of a line running from Apalachicola, Fla., north to Lake Erie. See Domestic Rate Line No. 6, Plate No. XXII.

Pensacola has lower rates than Savannah, west of a line running from just south of Savannah up through Ohio to Lake Erie. See Domestic Rate Line No. 7, Plate No. XXII.

For comparison of Pensacola domestic rates with New York City, See Line No. 8, Plate XXII, which runs from Wilmington, N. C., south of Louisville, Ky., west of St. Louis and up through Minneapolis.

The scope of this inquiry has been only of a general character, as it would take months to investigate all the different rates and intelligently to report and to recommend on same.

INDUSTRIAL DEVELOPMENT

XXX. GENERAL

Although the possibilities for diversification of industry in Pensacola and for the introduction of new industries are many, yet at present the existing industries may be grouped into a few general classes.

Existing industry in Pensacola is largely based on the local supply of raw materials and on certain imported articles.

The major supply of local raw materials consists of products of the forest and of the waters of the Gulf. Thus there has developed lumbering and its allied industries such as cooperage, excelsior, creosoting, poles and ties, boxes and shooks, extraction plants, and naval stores. There is also a large fish industry based on the red snapper catch. In addition, as a necessary adjunct of the Port there are dry docks, marine repair shops and a shipbuilding plant.

The principal plants making use of imports are allied to the fertilizer trade in which the imported raw materials are converted and combined into commercial fertilizer for use in the tributary farming country.

There are at present 78 established industries in and near Pensacola. A list of these follows:

- 2 Awning, Tent and Sail Manufacturers.
- 4 Bakeries.
- 2 Boat Manufacturers.
- 4 Bottling Companies.
- 1 Candy Manufacturer.
- 1 Cigar Manufacturer.
- 1 Coffee Roaster.
- 1 Concrete Products Manufacturer.
- 2 Cooperage Companies.
- 1 Cotton Compress.
- 1 Cotton Seed Oil Manufacturer.
- 1 Creosoting Company.
- 1 Dairy and Dairy Products Company.
- 1 Dry Dock Company.
- 1 Electric Light and Power Company.
- 1 Excelsior Manufacturer.
- 2 Fertilizer Manufacturers.

- 3 Fishing Companies.
- 1 Foundry.
- 1 Gas Manufacturer.
- 1 Ice Manufacturer.
- 1 Ice Cream Manufacturer.
- 7 Lumber and Millwork Companies.
- 3 Machine and Boiler Works.
- 1 Marble and Stone Works.
- 1 Mattress Manufacturer.
- 3 Metal Working Plants.
- 1 Newspaper Plant.
- 1 Packing Box Manufacturer.
- 1 Paint Manufacturer.
- 6 Printing Plants.
- 1 Proprietary Medicine Manufacturer.
- 3 Railways.
- 1 Screen Manufacturer.
- 4 Sign Manufacturers.
- 1 Shipbuilding Company.
- 1 Steel Fabricating Plant.
- 2 Towboat and Barge Companies.
- 5 Turpentine and Turpentine Products Manufacturers.
- 2 Welding Companies.

78

The local attitude is very much in favor of new industries locating in Pensacola. The business men of the city, realize that growth in their particular lines is in a large measure dependent upon the growth of Pensacola.

XXXI. LABOR (As affecting Industries.)

Pensacola has an abundant labor supply. The industries in the city at present have a considerable percentage of applications over their requirements.

One of the striking features of manufacturing in Pensacola is the employment of few women in the industries. This condition is clearly shown by the industrial questionnaire which we circulated in Pensacola during our survey. The returns show that out of all industrial workers only about 4% are women. This may be contrasted with a nation-wide average of about 20%. Of women over 10 years of age in the whole United States 21% are workers.

On this basis there should be available in Pensacola and vicinity several thousand women workers who would be glad to secure employment. Industries employing large numbers of women would, therefore, find in Pensacola

an abundant supply of labor which if started would give a better balanced labor situation.

While the immediate hinterland is not closely settled, nor a prolific source of labor, there exists in Southern Georgia, Southern Alabama and Southeastern Mississippi, adjacent states, a large reservoir of labor that will surely come to Pensacola if employment is offered.

Practically all of the labor in Pensacola is native, most of the skilled labor being white and most of the common labor, colored.

Very little of the industrial labor is organized. With the exception of the printers, marble workers and railway men, there is no organized labor in the industries.

It would be misleading to try to observe a strict classification of skilled and unskilled labor. Omitting the mechanical plants, the character of the industries in Pensacola is such that the only skilled labor required can be trained by the industries themselves in a short time. For example, the cotton compress, in its busy season, employs over one hundred negroes. These are given definite tasks and in a month or two these negroes become very proficient at these simple tasks and can no longer be classed as unskilled. There is no sharp dividing line between skilled and unskilled labor as in the building trades. However, taking the classifications as submitted by the executives of the industries, about 44% may be considered skilled.

Skilled mechanics available to a limited degree are: Foundrymen, Boilermakers, Machinists, Paintmixers, Toolmakers, Welders, Steel and Iron Workers, Riveters and Punchers, Carpenters, Joiners, Sawyers, Woodworkers (all forest products), Shipwrights, Sailmakers, Electricians, Mechanics, Railroad men of all kinds, Printers, Bottlers, Bakers and Clayworkers. There is a large supply of unskilled labor.

The wages paid to industrial labor vary with the different industries. The average weekly wage of a skilled male worker is \$27.00; the average weekly wage of an unskilled male worker is \$16.00. The average weekly wage of a skilled female is \$14.50; the average weekly wage of a female unskilled worker is \$9.00.

XXXII. HOUSING

Housing accommodations in Pensacola are at this time saturated but there is ample opportunity for and we are advised of the intention to develop adequate housing. This can be done at moderate construction costs with consequent reasonable rentals and purchase prices. Attention is here invited to Article VII page 32.

XXXIII. TRANSPORTATION HIGHWAYS

Highway transportation conditions were formerly such as to practically isolate Pensacola, but now, however, well developed hard surface highways extending out of Pensacola in all directions have brought about a changed condition. The fine road east to Jacksonville which is now open to traffic; the paved road north to Flomaton, which will eventually be hard surface to Montgomery, Ala., and beyond; and the soon to be constructed Baldwin County Highway connecting the existing paved highway out of Pensacola with the Bridge to Mobile and on to New Orleans, will open up to the City of Pensacola the whole southern section of Georgia, Alabama, Mississippi and Louisiana and all of the State of Florida.

Good highways for the transportation of passengers and particularly motor truck freight are becoming more and more important in industrial life. This development of highways, now well started, will be an important factor in the development of Pensacola. For further details concerning Highways see Article XIV page 73.

RAILROADS

The railroad communications formerly limited to a branch of the Louisville and Nashville Railroad are soon to be strengthened by the entrance of the "Frisco," Line directly into the city. Pensacola will then be the Gulf port of this system and will thus have direct connections with practically all parts of the middle west besides creating a stimulating, healthful competitive freight and passenger condition. A more complete discussion of Pensacola's rail transportation facilities will be found under Article XV page 76.

The service given by the steam railroads as to passenger trains, freight trains, package car service, etc., is excellent and is fully covered under Article XXV pages 120 and 121 of this report.

TRUNK LINES

There are no regular motor truck lines carrying freight from Pensacola to any other city.

WATER TRANSPORTATION

Freight service, both coastwise and foreign is handled by steamships and sailing vessels in and out of Pensacola. These facilities and services are completely discussed in Articles XXVI and XXVII of this report.

XXXIV. LOCAL AND STATE LEGISLATION AFFECTING INDUSTRIES

There is very little legislation in Florida that affects industries. There are no workmen's compensation laws. The only plant inspection requirements are those relating to the sanitary disposal of wastes and those relating to the child labor law which has been summarized on Page 73. A summary of important legal considerations concerning industries and corporations may be found on Page 54.

Insurance rates compare favorably with rates in other Florida cities but are somewhat higher than the rates in the average northern city. An extension of the fire limits and the passage of an anti-wood shingle law would reduce rates materially. The key rates for insurance may be found on Page 69.

There is nothing in the State Building Code that applies to industries. The Pensacola Building Code makes the following restrictions:

(1) Inside the 1st fire limits an industrial plant must be built of brick with a composition roof.

(2) Inside the 2nd fire limits an industrial plant may be of wood, but must have a composition roof.

(3) Outside the 2nd fire limits any kind of building is permissible.

XXXV. POWER

Power is supplied by the Gulf Power Company, a subsidiary of the Southeastern Power & Light Co. Its facilities are excellent and the quantity available is practically unlimited. The rates are reasonable and reference is made to Article XI Pages 54 to 58 of this report for the detail rate classifications and descriptions of system. Further detailed rate classifications will be found on Pages 20 to 26 inclusive of the Appendix to this report.

XXXVI. GAS

Artificial gas of 546 BTU is available in moderate quantity. See Article XI Page 63 and Page 32 of the Appendix of this report for rates and details of system.

XXXVII. WATER

The city water supply is of exceptional purity and ample quantity. See Article XI Pages 60 and 61 and Pages 28 to 31 inclusive of the Appendix. Wells may be sunk in this area and readily secure a large capacity and pure supply.

XXXVIII. COAL

Coal is obtained from the Alabama field. It averages \$2.00 per ton at the mine. The prevailing freight rate is \$1.80 making the average cost \$3.80 per ton F. O. B. cars Pensacola.

XXXIX. OIL

There is an ample supply of heavy fuel oil carried in Pensacola for boiler use as well as light fuel oil for Deisel engines. The oil prices are competitive with those at other Gulf ports.

XL. FAVORABLE FACTORS

In estimating the general factors favorable to industrial development in Pensacola and vicinity we would list:

Mild and healthful climate.

Labor nearly 100% American and intelligent.

Relatively low living costs.

Moderate wage rates due to above.

Good living conditions.

Water of exceptional purity.

Relatively low building construction costs.

Moderate rentals.

Reasonable taxation.

Gas utility.

Street railroad service.

Large supply of moderate price electric power.

Excellent schools, complete church and other social activities.

Railroad transportation by two systems.

Ocean transportation through one of the best harbors on the Gulf.
Coastwise water transportation.
Moderate priced and excellent grade coal.

NEW INDUSTRIES

XLI. GENERAL

In investigating conditions to determine those industries that offer favorable lines for possible development, we have given particular weight to:

1. Sources of raw materials.
2. Probable markets.
3. Labor supply.
4. Need for pure water.
5. Availability of fuel.
6. Availability of electric power in large quantity.

New industries may best be considered by dividing them into three groups:

1. Industries based on and dependent upon local raw materials.
2. Industries based upon imports.
3. Industries based upon exports in which the material originates at points beyond the zone immediately tributary to Pensacola.

XLII. GROUP 1—LOCAL RAW MATERIALS

In the first group of industries the available local raw materials are sea-foods, lumber, agricultural products, sands and gravels and clays.

FISH INDUSTRIES

The fisheries of the United States are one of its most important industries, amounting to almost one hundred million dollars yearly.

The latest report published by the U. S. Bureau of Fisheries in 1925 covering State reports for the years 1923 and 1924 shows the total United States catch at 2,880,535,479 lbs., valued at \$96,880,239.00.

Of this grand total, the Gulf states had a catch of 160,324,042 lbs. valued at \$8,096,650.00 and the output of the canning and by-products was valued at \$6,264,913.00.

The West Coast of Florida caught 73,266,267 lbs. of the above valued at \$4,026,227.00. The output of canned fish and by-products amounted to \$836,806.00.

The Gulf Coast Fisheries has an investment of \$2,271,738.00 and has 4,854 persons engaged with 98 fishing smacks, 38 transports, 1,289 power boats and 1,745 sail and row boats.

The Port of Pensacola caught and handled about 8,000,000 lbs., of these fish products valued at \$747,200.00 together with 360,000 lbs. of canned oysters, etc., valued at \$86,600.00.

The fisheries are one of Pensacola's largest industries and she is the largest shipping point for red snapper in the world. The bulk of the Pensacola catch is red snapper, with 25% of grouper, trout, red fish and other Gulf species.

There are two large fishing companies which operate about 20 smacks, each, to the Gulf Banks. They maintain their own wharves and cold storage warehouses. There is also one smaller concern that operates three or four small smacks. In addition to these are numerous small smacks and motor boats engaged in bay and shore fishing.

The natural oysters in the bay around Pensacola are of a very fine quality and there is no reason why the oyster business can not be developed, as is being done to the westward in St. Andrew's Bay and Apalachicola.

The waters around Pensacola abound with crabs. Pensacola gets crabs and crab meat at present from Biloxi. There is a fine opportunity here for crabbing, both dredging and trot lining. A crab industry with shedder pens and cannery connected, would surely succeed in Pensacola. Crabs are getting scarcer along the Atlantic Coast every year and the demand is constantly increasing.

The heads, entrails, etc. of all the fish brought into Pensacola are at present wasted and thrown overboard. This scrap must amount to a couple of million lbs. per year and can be used for making fish glue, oil and protein scrap for poultry food and fertilizer.

The red snapper and grouper contain hardly any oil and should be very suitable for fish glue. Whether the sounds (air bladders) of the red snapper and grouper are suitable for fish isinglass would have to be ascertained chemically.

We wish to point out that the deep sea fishing industries of neighboring Gulf cities obtain their catches from the same general vicinity as do those of Pensacola. If Pensacola were to establish industries which would utilize the present wastes of the fishing industries, it would tend to draw fishing concerns of other cities to Pensacola, thus increasing the present industry.

A complete table of the amounts and values of Gulf Coast Fisheries for 1923 is given on page 97 and 98 of the Appendix of this report.

LUMBER

The lumber industry is already the principal factor in Pensacola manufacturing but offers additional possibilities. Among these are baskets, boxes, cartons, caskets, chair caning, chicken coops, drain boards, fencing, finish (interior), furniture of all kinds, handles and stock, ladders, pails, paper, paper bags, ply wood, pulp, screens, silos, trunks, veneer, wood turning, wooden ware, etc.

The field for lumber products has been or will be enlarged in the not distant future by the opening up of the new Frisco line which passes in part through a hardwood forest district. This will make available for Pensacola a variety of hardwoods either for export or local manufacture.

Among the larger and most promising of wood product industries we have examined furniture and its allied industries such as cabinets, cupboard, etc.

FURNITURE

Pensacola is well adapted for the manufacture of complete furniture or furniture panels and parts to be assembled elsewhere. There are available locally the gums and pine. With the opening of the Frisco new line hardwoods, oak, walnut, etc., will be available. Rare and precious woods, like mahogany, are now imported. Veneer of red gum, walnut, oak and mahogany

would be available. Labor in this locality is accustomed to the handling and use of woods and could be easily trained for this industry.

The expense of furniture production, exclusive of such special items as mirrors, will vary with the particular products but is approximately:

Materials	30 %
Labor	30 %
Other factory expenses	20 %
Sales	20 %

Of these, the cost of materials and labor will be moderate. The other factory expenses such as power, office expense, etc., would be no higher than for competitors elsewhere. Sales expenses would be about the same. There exists a market but its size and volume would have to be determined by an intensive survey.

Furniture, in modern plants, is made of kiln dried stock and air conditioning is used where necessary. We consider this a promising line.

VENEER

Veneer is not only closely allied to the furniture industry but is also used for a large number of other purposes such as:

- Cabinet work
- Interior finish
- Fruit baskets
- Cheese boxes
- Crates
- Drawer bottoms
- Trunk stock
- Mirror backing
- Panels
- Etc.

Red gum and white oak are the most important of the high grade veneers used for furniture and the like. Of these red gum is readily available in Pensacola and white oak should be available with the opening of the Frisco line.

Yellow pine veneer is used for containers of various kinds and this wood is readily obtained in Pensacola. The market for such containers is large and will be much larger as the truck and fruit industry grows in this locality.

There are now operating several successful gum veneer plants, for example, one in Pensacola and one at Stockton, Alabama.

PLYWOOD

Plywood is a material consisting of several sheets of veneer laid with the grain of alternate layers at right angles and glued together at high pressure.

This material is much used in cabinet work, trunks, aeroplanes and interior finish. The same economic factors that apply to the manufacture of veneer at Pensacola also apply to plywood. Plywood use is growing because it does not check, warp or twist and is stronger for equal weight and lighter than solid wood for many uses.

WOOD WASTE

The use of by-products of the wood industry has long formed a problem. The use of sawdust for industrial alcohol is theoretically possible, long leaf pine sawdust yielding about 25 gallons per ton, but this has many practical engineering difficulties that have not yet been successfully overcome.

Wood flour is largely used in the rubber, linoleum and explosive industries but flour from less resinous woods than long leaf pine is preferred.

Shavings are used in dairy districts for cattle bedding but this use is here limited.

A further study to determine the possible and economic use of the various wood wastes would seem advisable.

NAVAL STORES

Wood distillation is now a successful industry with several plants in operation in Pensacola and vicinity. These plants will undoubtedly expand as business warrants. The products; principally turpentine, pine oil, pine tar and rosin are widely distributed and used in a variety of industries.

U. S. Government figures indicate the following percentage use in various lines:

	<u>Turpentine</u>
Paint and varnish	45 %
Thinning paint and varnish	40

Auto and wagon painting	3%
Shoes and floor polish	6
Miscellaneous	6

Rosin

Soap	42%
Paper sizing	25
Paint and varnish	17
Printers ink	6
Linoleum	3
Miscellaneous-batteries, foundry, etc., sealing wax	7

The extensive use of these two products in the paint and varnish trade and the use of rosin in the soap and paper industry indicates these as favorable lines of study for location of new plants at Pensacola.

PULP AND PAPER

Escambia and Santa Rosa Counties still have in the northern part, a considerable amount of virgin timber that is now being cut. A large part of this comes to Pensacola by rail and by the streams that empty into the Escambia River and Bay. There are large areas of cut over land that are now growing up in second growth timber of various sizes. In cutting, the lumber companies have usually left just enough for reforestation. Climate, rainfall and soil are the principal factors in the growth of this timber. It is estimated by the Government authorities that the growth is $3\frac{1}{2}$ to $4\frac{1}{2}$ inches in diameter every 15 years. There are some tracts having fine second growth timber of from 2 to 16 inches in diameter but the trees on larger areas run from 5 to 10 inches. Conservatively estimated there are large areas running 50 to 75 trees per acre, the stand and growth varying greatly with soil and fire protection. Many large tracts are now suitable for pulpwood. With proper precautions they should reforest in about 20 years for pulp wood size.

Long leaf pine is suitable for making Kraft for wrapping paper and bags. It is made by the sulphate process. There are now a number of such mills in the South. By this process about two cords of wood are required per ton of pulp or 73,000 cords per year for a 100 ton plant. This would require probably about 75,000 acres for continuous operation.

We believe from our investigation, that there are at least 200,000 acres in Escambia and Santa Rosa Counties suitable for this purpose. In other words, there seems no doubt that two 100 ton plants could be supplied indefinitely with proper cutting and reforestation.

With the water transport, and the L. & N. and Frisco railroads, as well as the possible use of some of the old lumber roads, it is believed that transportation is ample for a mill in the vicinity of Pensacola.

It was recently publicly stated by the Newport Company of Pensacola that they were investigating and were practically satisfied that pulp could be successfully made from the residue of their extraction process supplemented perhaps by a small addition of pulpwood.

It is believed, that from the nature of their business which utilizes stumpage, that there would be no harmful competition for pulp logs between their company and a new company and that the development of a new mill would not prevent their development of a paper mill.

The principal raw materials needed for the pulp and paper industry are wood, coal which is here available for fine quality, and sulphur which is procurable from Louisiana or Texas.

Power is also an important item although not so great a factor in this process as in a ground wood mill. About 15 H.P. per ton is required for the sulphate pulp process and from 10-40 H.P. per ton in paper making. Although no rates for electric power applicable to a load of this size and character are now issued by the Power Company for this territory, a study of the already published rates indicate, that the Power Company is prepared to make rates that would be attractive to a paper mill and competitive with such rates in other localities.

Pure water in large quantities is necessary for paper making. About 75,000 gallons per ton of unbleached pulp are required. Pensacola is admirably situated in this regard for wells of large daily capacity and great water purity are easily sunk.

Roughly, the manufacturing costs of an economically located mill may be divided as follows:

Wood	45 %
Labor	15
Chemicals	20
Power and fuel	10
Repairs	5
Miscellaneous	5

Of these it is evident that the major items are favorable to Pensacola.

For shipping the product there is, in addition to the railroad facilities, the ocean transportation to the large eastern cities on the Atlantic seaboard.

CLAY PRODUCTS

The Florida State Geographical Survey states in its 15th Annual Report regarding Escambia County:

“From the ceramic viewpoint this county is perhaps the most interesting one in the State: its clay deposits are numerous and widely distributed and these range in quality from common brick to stoneware and terra-cotta clays. Face and common brick, turpentine cups and some pottery are now being made from Escambia County clays and a pottery formerly located in Pensacola made jugs and other forms of stoneware from local deposits.

Clays from Escambia County have probably been known and used longer than any others in Florida.”

Layers of limonite are of common occurrence in several of the clay exposures where they mark the contact between two clays or between a sand and a clay.

Chemical analysis of these clays are not available and therefore the iron content is not known, but if any is present, as is to be expected in clays associated with limonite, its coloring influence is surprisingly weak. Pink, light buff, cream and gray colors predominate. However, small quantities of red-burning clays are found in the vicinity of Molino. Mica is present in small amounts in practically all of the Escambia County clays.

The most important clay deposits are as follows:

Muscogee Cut Clay
Quintette Region
Molino Region.

From a commercial point of view clays exposed at Muscogee Cut offer very little.

Quintette Clays

The two known principal deposits of clays observed in Escambia County that are of commercial value are the Molino and Quintette deposits. The one is located at Quintette and the other 1 1/2 miles north of Molino.

A dense gray plastic clay is of rather wide-spread occurrence in the region about Quintette. The Barrineau Brothers Brick Company were using clay of this region for the manufacture of face and common brick, and turpentine cups; the clay being ground and screened for the latter-purpose. A deposit worked by the Barrineau Brothers Brick Company underlies the hill about 1/4 mile northwest of Quintette Station. A section made at the Barrineau Brothers Brick Company plant is as follows:

Soil Section-Quintette

Soil	3 ft.
Sand	3 ft.
Limonite	6 in.
Clay	2 ft.
Limonite	2 in.
Clay, grey, dense, plastic	30 ft. plus
Limonite	3 in.

This plant was located on the Pensacola Division of the L. & N. R. R. about 17 miles north of Pensacola. The products were marketed in Florida, Southern Alabama, Mississippi and in part in New Orleans.

This clay can be used by screening for the manufacture of terra-cotta, stoneware, roofing tile and flower pots. When burned this clay grades into the following colors, depending primarily on the temperature to which it is fired: light pink, buff, grayish and brown.

The physical properties of the Quintette Clays are given below:

Plasticity, judged by feel	Excellent
Water of plasticity	25.00 %
Pore water	0.38 %
Shrinkage	24.62 %
Linear Shrinkage	11.4 %
Volume air shrinkage	37.2 %
Modulus of rupture, average	421.0 lbs. per sq. in.
Slacking test	.10 minutes
Steel hard at cone	010-

Fire Tests:

Temperature	Linear Shr. Per Cent	Per Cent	Per Cent	
950	0.4	12.68	26.45	Cream
1150	1.1	8.88	22.70	Buff
1230	1.8	8.22	19.40	Buff
1310	2.6	5.03	17.00	Gray
1430	3.1	2.54	10.25	Gray

About $\frac{1}{4}$ mile north of the deposit formerly worked by Barrineau Brothers, at Quintette is a deposit of clay of the same quality with an overburden of various thickness, covering about 80 acres with depth of clay unknown. Reports of inspection of several hundred acres of land adjoining the plant at Quintette shows an apparently unlimited supply of clay that would be suitable for common brick, and by screening could be used for face brick, hollow tile and roofing tile. Part of this deposit of clay in a cut of the L. & N. R. R. Pensacola Division, had very small overburden in places and the clay was of a light brown color, carrying very small quantities of gravel and sand. In some places there was not any gravel noticeable.

The clays at Quintette are stiffer than the Molino deposits but carry a slightly higher content of gravel.

Molino Clays

At Molino two brick plants are now in operation. Both of these are located on the L. & N. R. R. The Delores Brick Company is about $\frac{1}{2}$ mile and the Build With Brick Company about one mile north of Moline Station. The Delores Brick Company has been operating for a number of years but the Build With Brick Company has only been operating for about four years.

The clay exposures in the pit now being worked by the Delores Brick Company are about 12 ft. in thickness, however, 60 ft. of clay is exposed in one of these pits and borings 12 ft. deep in the bottom of the pit now being worked did not penetrate to the bottom of the clay. The clay extends over 40 acres north of present pit. The clay at Delores is overlayed by about 6 inches of sand but this is being used in the general run, being mixed with the pure clay. The raw clay is brownish gray in color, has good plasticity and working qualities and dries easily. It is a light red-burning clay. The clay of this deposit is used only for the manufacturing of common brick, which is marketed in Florida, Southern Alabama, Mississippi and New Orleans.

Physical properties of Delores Brick Company's clay:

Plasticity, judged by feel	Excellent
Water of plasticity	22.90%
Pore water	1.05%
Shrinkage water	21.85%
Volume air shrinkage	21.05%
Linear air shrinkage	7.3 %
Modulus of rupture average	237.4 lbs. per sq. in.
Slacking test	1 hour
Steel hard at cone	15.

Fire Tests.

Temperature	Linear Shr. Per Cent	Absorption Per Cent	Porosity Per Cent	Color
950.6	0.3	17.31	34.15	Light red
1150	0.3	16.18	33.33	Brick red
1230	0.7	13.26	31.00	Brick red
1310	0.7	12.84	30.68	Brick red
1430	0.7	9.03	26.84	Brick red

The Build With Brick Company plant is located about 1/2 mile north of the Delores Brick Company and has been operating for the past four years at capacity. The clay used by the Build With Brick Company is of the same deposit as the clay used by the Delores Brick Company but the sand content does not seem to be quite as high.

The pit now being worked is located $\frac{1}{8}$ mile north of the kilns and has about 18 inches overburden that is removed. The pit is 16 feet deep and 16 feet borings in the bottom did not go through the deposit. Borings on the hill, covering 40 acres, north of the present pit showed that good clay is to be found. One-quarter mile northeast of the present hill of the Build With Brick Company, adjoining the L. & N. R. R. lies 80 acres on a small knoll that has been bored and found to be of the same quality clay with a very thick deposit covered by a small overburden. By screening this clay it could be used for face brick, hollow tile and tile roofing.

The deposit of the Build With Brick Company $\frac{1}{2}$ mile north of the Delores Brick Company is of the same general deposit as that of the Delores Brick Company. In these two deposits and adjoining there is an unlimited supply of clay for the manufacture of common brick, and being screened it is the general opinion that it could be used for face brick, hollow tile, tile roofing and pottery.

It is estimated that with common labor at \$2.00, skilled labor at \$3.50 and coal at \$5.00 per ton, brick can be made at about \$7.00 per 1,000 F. O. B. kiln, in the Molino and Quintette districts.

The clay deposits in Escambia County form one of the principal mineral resources of the county and it is believed that this possibility warrants a more detailed and exhaustive exploration. Clay deposits when found cannot be classified by mere inspection. Plasticity, color, texture, shrinkage, fusibility, porosity, and strength; all important factors, can be determined only by thorough tests.

SAND

The occurrence of large quantities of dazzling white sand in the vicinity of Pensacola has naturally led to the thought of glass making. We have taken a typical sample of this sand and have had it chemically analyzed and its mechanical properties determined.

(Chemical analysis)	
Silica	98.84%
Alumina	.89
Iron Oxide	Trace
Lime	Trace
Magnesia	Trace

Remarks: Some of the dark colored grains were picked out of the sand and examined. The oxides of Titanium, iron manganese were found to be present. We hardly think it will be feasible to wash out these dark particles by flotation satisfactorily and probably not by any method.

Mechanically the sand has the following characteristics:

(Merchanical analysis)

(Pensacola Sand)

Size of Sieve	Retained on one Sieve only	Total retained by Sieve and larger	Passing Sieve
10	0.0 %	0.0 %	100. %
20	0.5	0.5	99.5
30	1.5	2.0	98.0
40	11.5	13.5	86.5
50	10.5	24.0	76.0
80	75.0	99.0	1.0
100	1.0	100.0	0.0
200	0	100.0	0.0
Pan	0	100.0	0.0

The possibility of magnetic separation has been taken up with the manufacturers of such equipment. They advise that they doubt the feasibility of such separation on a commercial scale.

From the foregoing the laboratory comments are; that it will probably not be possible to remove the dark particles by flotation, and that the manufacturers of magnetic separators doubt if the separation is feasible on a commercial scale.

We have submitted this analysis to two glass manufacturers who advise us, that this sand is of fair grade but not as high in silica by a good deal as the sand they use. Also that the cost of coal is considerably higher than at their plants. They do not indicate interest in the proposition.

The evil effects of the dark particles is chiefly in their discoloration of the glass which makes it unfit for white glass use.

Practically all glass sand is washed so the washable impurities, if any, would be removed.

In manufacturing various mixtures are used depending upon the glass product. Usually silicates of lime, soda and potash or combinations of them are added and coloring agents for colored glass. The proportions vary but sand usually is about $\frac{2}{3}$ by weight.

The suitability of the glass sand, as such, is only one factor. Another of equal importance is the availability of cheap fuel. The American glass industry has grown up in three districts, each possessing a high grade of sand adjacent to a supply of natural gas or cheap coal. These are West Virginia, Illinois and Pennsylvania. In these localities about 70% of all American glass is made.

Even should this sand prove very suitable for glass we believe that the cost of fuel would make it economically doubtful, unless some cheap by-product fuel could be secured.

It is possible that a combination of a by-product coke oven plant with a glass plant might prove an economical combination. This, however, involves the sale of by-products and an investment of large sums. While not concluding that the use of this sand for glass is impossible we consider that it is not particularly promising.

This sand has been used for concrete making. Great care must be exercised to get the proper proportions. It is not to be highly recommended for this purpose and is not of such quality as to warrant commercial shipments. This is shown by the Mechanical analysis above referred to which shows the sand to be too fine and not of well distributed gradient.

SAND AND GRAVEL

In the northern section of the county are deposits of sand and gravel suitable for building purposes. Such a pit is now being operated at Tarzan. This furnishes the basis of a concrete, concrete block and tile and concrete sewer pipe industry which can be developed to fill all local needs and supply the territory that can be economically reached. Additional supplies are to be had by dredging. This industry offers good possibilities for extension and particular for barge shipment to the west coast of Florida.

AGRICULTURAL PRODUCTS

Based on agriculture there are the possibilities of developing the canning, preserving, flavoring extract, dairying, cheese making and cold storage industries. These are dependent upon a surplus of products from the surrounding agricultural country. Such surplus does not exist at this time but will undoubtedly develop.

In general such industries must follow and not precede agricultural development. These industries will come either in Pensacola or in the County as smaller units adjacent to centers of production. The available supply of female labor in Pensacola makes it a good place for such industries. Reference is made to the agricultural section of this report for the products now grown and those that appear promising. With a view toward the development of such industries Pensacola and Escambia County must extend their agricultural development.

Cold storage of perishables is now taken care of by the individual facilities of the fish plants and by the public storage of the Florida Power & Light Co. There is no present demand for a new plant. Should quantities of tropical fruits move through this port such a storage might be needed.

XLIII. GROUP 2—IMPORTED RAW MATERIALS

New industries that may be developed and which are largely or wholly based on imported raw materials cover practically a world wide field limited only by the economical water transport, operating steamship lines and distributing market. The list of such materials is much too long to even enumerate much less investigate all in detail. In general those materials most favorable from the water haul standpoint are those originating in foreign countries with a short haul to Pensacola compared with other ports. These are Mexico, West Indies, Central America, South America, Orient and West Africa.

The manufacture of imported raw materials has a double advantage in that it not only introduces an industry but also increases the traffic of the port and supplies an incoming cargo tending to balance the heavier outgoing cargoes. Balanced traffic is most valuable for a port and perhaps more greatly stimulates shipping activity than any single item.

Pensacola now has a large fertilizer industry operating on this basis. We have already treated of the use of imported rare woods for a furniture industry.

Among the imports favorable for manufacture are:

COPPER

Large tonnages of blister copper from the smelter that, has not been refined, are imported into the U. S. from Mexico, Peru and Chile and lesser amounts from other foreign countries. Practically all of this tonnage, amounting to over 200,000,000 lbs. in 1925, moved by water to North Atlantic seaports, principally New York and Baltimore. There are located the large plants where the blister copper is refined by electrolytic process. In this the products are copper of 99.93% purity, the gold and the silver. The refined copper is there melted into bars and distributed to mills for rolling and wire drawing.

The copper wire used in the Southern States is very largely shipped from mills located in Maryland, New York, New Jersey and New England. It is obvious that blister copper coming from Mexico and South America and that is ultimately to be used as a finished product in the South, is transported by water from the Gulf to North Atlantic ports and back again principally by rail from North Atlantic ports to the Southern States. This involves unnecessary long haul and high transportation costs which would be saved by a finishing plant located at a Gulf Port.

The operating costs of copper refining are \$20 to \$25 per ton and are made up of the following main items:

Power	about 20%
Labor	about 30%
Coal for furnaces	about 20%
Acid, materials, plant transportation, etc	about 30%

At Pensacola no power rate has been made for a load of this character. The size, high load and power factor of such a load are very attractive to most power companies and it is believed that a rate would be quoted that would at least equal and probably better than the cost of steam generated

power at Atlantic Seaboard locations. The labor differential in favor of Pensacola would be probably 12 to 15 cents per hour. Coal would be nearly equal at about \$5.00 per tons. Acid, poles and other materials should be no higher while plant transportation costs, depending on labor, should be lower.

The fixed charges consist of:

- Interest on plant investment.
- Interest on materials in process.

Of these interest on plant investment should be lower because of low building costs, while interest on materials in process would not vary with location.

Disposal of recovered gold and silver would be less convenient than in a city having a U. S. Assay Office but this by no means offsets the other advantages of location.

Coupled with the foregoing advantages would be marked savings in ocean and rail freight. The amount would depend upon source of copper and location of ultimate consumer. There should be a material saving in freight to many points.

There would be no adequate market for pig copper in the Pensacola trade area. To market the copper it would have to be converted into finished products for general use. This would necessitate a wire mill for making solid and stranded wire for electric line work and probably an insulating plant for providing weather-proof and rubber covered wire. The Southern market for these products is large and would be of such volume as to warrant a mill.

Another product for which there is large demand is copper or bronze screens for house use. Undoubtedly if such a refinery and mill were built there would eventually develop allied industries such as foundaries, sheet mills, hardware, etc. This refinery and its accessory plants we consider a very favorable line to follow up.

LEATHER

Another imported material favorable for manufacture in Pensacola is the conversion of hides into leather. In 1925, there were over 100,000,000

pounds of salted hides imported into the United States from Mexico, Cuba and Central and South America; Argentina supplying a much larger volume than any other country.

There is at present no large volume of hides produced around Pensacola.

The process of treating the cured hides consists of soaking, liming and unhairing, fleshing (which gives materials for gelatine) scudding, bating, tanning, oiling, dying and finishing.

Of the materials required all are easily obtainable . Tanning material is imported in large quantities and also originates in the South. Quebracho wood from Argentina and the wood and extract from Argentina, Brazil and other South American countries are available. Labor and pure water are favorable.

There are many and varied uses of leather, such as:

- Sole and belting
- Harness
- Shoe leather
- Trunk, bag and strap
- Upholstery
- and many others.

There seems no doubt of a reasonable market for such a plant in Pensacola.

We have considered the boot and shoe industry for location here. Of the total costs of shoes, direct labor and materials constitute over 80%, this proportion being divided about equally between the two. As an adjunct of the leather industry and because of the favorable labor conditions and proximity to Southern markets it would seem to be well adapted for Pensacola. However, it is an industry of many skilled operations, from 100 to 200, on each article, and the labor requires much training and is highly organized. On these accounts we think that a shoe factory, if started in Pensacola, would be on a small scale or as a branch plant.

SUGAR

Another imported article of great importance is cane sugar. Imports of this material into the U. S. are very large, amounting in 1925 to very nearly 9,000,000,000 pounds. Of this amount over $7\frac{3}{4}$ billion pounds originated in Cuba, the balance coming from the Philippines, Virgin Islands, Mexico, South and Central America and the East Indies.

Sugar must be refined near its market because of the narrow margin per pound between costs and sales. Four manufacturing purposes and for a delivery standpoint of raw materials, Pensacola is well situated. The market would require careful study in relation to existing refineries. There is a refinery in Savannah and four in and about New Orleans. A sugar refinery for economical operation should be large. It will require a market study to determine if there is territory about Pensacola that would warrant a refinery of economic size. Furthermore, there is now in the U. S. refinery capacity in excess of consumption. While not concluding that refinery is at present inapplicable for Pensacola, we believe that it requires further investigation.

MOLASSES

Over 257 million gallons were imported into the U. S. in 1925 of which about 239 million came from Cuba. A quantity of this moved through the Ports of Mobile, New Orleans and Galveston.

Molasses is the chief source in the United States of industrial alcohol. It is imported in tank steamers and pumped into storage tanks. Mixed with water, yeast and a little acid it ferments, giving off carbon dioxide which is sold for carbonated beverages. The mash remaining has 6-10% alcohol. This is distilled, getting alcohol while the residue after concentrating is burnt giving about 35% potash, which is valuable for fertilizer. The gases from the furnace are washed, recovering ammonia which is another fertilizer material.

Alcohol has many uses in industry such as:

Part of metal, furniture and shoe polish.

Canned heat.

Paints, varnish, lacquers, shellac.

Nitro cellulose articles.

Flavoring extracts.

Vinegar.

Coloring oranges.

Drugs.

Perfumes.

Glues.

Dyes.

Artificial silk.

Printing and photography.

Tanning.

Soap.

Etc.

With such varied uses a wide market is available.

With cheap delivery of raw materials, fuel and labor Pensacola appears to be an excellent place for such an alcohol plant. Should plants of the types listed above be located in Pensacola a local market of some size would develop.

GLUE

Glue-making materials are in general the skin, tendons and bones of beef cattle. That of calves is utilized for gelatine.

The treatment of glue stock is by liming in lime water to plump the stock then wash and delime with dilute hydrochloric acid. Following this the stock is boiled getting gelatine and various grades of glue. The fats and greases are recovered and largely used in the manufacture of soap. Following this stock is filtered, excess water removed and dried.

There is at present no considerable supply of raw materials for glue manufacture available from the territory surrounding Pensacola or from its manufacturies.

There is, however, imported into the United States a large quantity of glue stock, principally hide cuttings. This, in 1925, amounted to 30,000,000 pounds coming principally from Belgium, France, Germany, United Kingdom, Canada, Argentina and British India. Much comes from countries that could ship to Pensacola.

In addition to the raw stock, the principal items of glue manufacture are lime water, coal and labor.

Glue is used for many purposes:

Furniture.

Veneer.

Plywood.

Paper boxes and bags.

Waterproofing.

Sizing for papers, textiles,

Straw hats.

Painters trade,
and others.

With such a variety of uses there seems little doubt that a market in the Southern and Central states could be served, the extent of that market could only be determined by a special investigation.

TWINE AND BAGGING

The twine and bagging industry is one of very great volume. To cite a few uses for burlap there are bags for coffee, sugar, farm produce, cotton bale covers, carpets, etc. These are usually made from jute, which is imported principally in the woven form of burlap and made up into bags in this country.

Jute, burlap and burlap bagging are imported principally from British India, the amounts entering the United States in 1925 being:

Jute	123,000,000 lbs.
Jute Burlaps	548,000,000 lbs.
Jute Bags	46,000,000 lbs.

A considerable portion of this now moves through Gulf ports. The fabrication of burlap into bagging for farm produce, stock feeds, etc., offers an opportunity in Pensacola.

Sisal is imported from Mexico in large quantity, in 1925 amounting to 109,000 tons. Sisal is made into twine and cordage of all kinds. This offers an excellent line of manufacture for Pensacola. With the Frisco, a great grain railroad, distribution over the wheat belt should be possible for use as binder twine. This is probably the greatest single market but there are a multitude of other uses the market for which exists in the Southern and Central States.

RUBBER

The importations of rubber are from various tropical countries and it is used very largely, at least 80 %, for the manufacture of automobile tires. This requires that it be carried by rail from eastern seaports to the manufacturing centers which are chiefly in Ohio. The shipping out of the finished tires to all parts of the country, including the South and Southwest, suggests the possibility that tires and perhaps other rubber articles could be made in Pensacola.

Rubber was imported into the United States in 1925 to an amount of over 1,000,000,000 lbs. A part of this could economically move into Pensacola if it were there used in manufacturing.

In this industry a number of other substances are used. Fillers are used to perhaps 50% of the tire weight. Many substances are used for this such as carbon black, zinc oxide, barytes, clay, etc. Accelerators in a small amount, say 1% to 1½%. Sulphur for vulcanizing. Old tires and other rubber scrap are reclaimed and used in part in tire manufacture. All of these are obtainable.

The industry has centered in Ohio with plants also in the East. Skilled labor has gravitated to those centers. The manufacture of automobiles in preponderant numbers in Detroit, Cleveland, Toledo and Buffalo has undoubtedly brought the center of the tire industry to Ohio. However, there are automobile assembly plants throughout the country and this tendency is growing. Tires made in the South could move to such assembly points. Also a large volume of replacement tires are required in the Southern States. The export business is also large.

The division of finished tire costs varies greatly but may be made up about as follows:

<u>Tire Cost</u>	
Labor and factory operation	25%
Rubber	25
Fabric	40
Drugs	10

Of these the first item would be cheaper in Pensacola than in the North, the second item should be no more but probably less by the amount of rail freight from Seaboard to Ohio, the third item is largely made in the South, several large fabric plants having been established in Georgia and Alabama recently. The drugs including filler, should be as cheap here as elsewhere.

It is recognized that this is a highly specialized industry requiring great technical skill and skilled labor. These tend to make the industry concentrate. However, where such aggregations exist manufacturers sometimes welcome an opportunity to establish branch plants.

SOAP

Soap is made from fats by the action of alkali, obtaining in addition to the soap a by-product known as glycerol which is used in explosives. This by-product when refined is the C. P. glycerine of commerce.

The usual alkali is lye. Some soapmakers buy their lye while some of the largest make the lye. This is done by causticizing soda ash, which is obtained from the large alkali makers.

A wide variety of fats are used such as tallow, coconut oil, cottonseed oil, peanut oil, olive oil, garbage greases, palm oil, palm kernel oil, various by-products, etc. The source of the fats is world wide.

Coconut oil comes principally from the Philippines.

Palm oil via the United Kingdom.

Palm Kernel oil from the United Kingdom, British West Africa and Belgian Congo.

Vegetable tallow from China.

Imported greases principally from South America.

Cottonseed and peanut oils from the United States.

The domestic greases from the slaughter house centers and garbage greases from centers of population.

For the better grades of toilet soap coconut palm oil and tallow are used for best refined grades.

White laundry soap uses the best unrefined oils. Yellow laundry uses second grade oils unrefined. The materials for high grade soaps are seen to be available in Pensacola by import. The market exists but purchasers of this grade are trained by extensive advertising of national brands to a preference for particular brands. This makes the field difficult to enter. If done, it would probably be by a branch plant of an established maker.

For the yellow laundry soaps the cheaper greases are not here available in great quantity either as packing house by-products or garbage grease. Cotton seed oil that formerly was largely used for soap now goes almost entirely into edible products.

The basis of its use is price comparison with other fats. Some of the large makers have equipment all prepared and ready to utilize cotton seed oil should the price warrant its use.

Laundry soap contains considerable rosin and from this standpoint Pensacola is favorably located as it is also for labor and fuel.

The laundry soap market is less tied to nationally advertised products and being lower in cost the freight charges are a larger factor than with toilet or shaving soaps of high value per unit of weight. The possibility of a laundry soap industry for Pensacola boils down to the availability of suitable fats which should be further studied.

PAINTS

Paint manufacture has been proposed on several occasions as well adapted to Pensacola.

Paints contain various pigments in suspension. The liquid portion called the vehicle contains a number of substances of two classes, a volatile thinner and a non-volatile vehicle.

The pigments most used are basic carbonate of white lead and zinc oxide.

White lead is made by several processes in which lead metal and acetic acid are employed and by other processes as well. Basic lead sulphate is made by heating lead sulphite ore with anthracite coal. Zinc oxide has many varieties. It is made from spelter, from heating ore in a furnace with anthracite coal as in New Jersey. The Wisconsin and Missouri zinc oxides contain lead sulphate, Colorado zinc contains 50% zinc oxide and 50% lead sulphate, Joplin 95% oxy sulphite of lead and 5% zinc oxide.

Extenders are used in paint to increase the spreading properties without injuring the quality of the paint. Barytes, silica, Kaolin and gypsum are such.

The vehicle is usually linseed oil. This is made from flax seed. When boiled it is heated with oxides of lead and manganese and highly concentrated. This concentrate is mixed with many parts of raw oil. Sometimes instead of oil concentrate a concentrate of rosin is used and mixed with the raw oil. Tung oil or Chinese wood oil is much used, never in raw state but boiled with resins.

Of the volatile thinners turpentine is most important.

Color pigments are of great number and are obtained from many sources.

From the foregoing it is evident that in order to cover the paint field many raw materials are required which are purchased by most plants from various sources depending on the market. Most of the raw materials are not readily available at Pensacola. Turpentine and rosin, however, are readily obtained. Of the cost of paint the larger part is the raw material cost while labor and power are relatively small items of expense.

In selling this product in Southern territory the greater volume is handled by wholesale houses or jobbers and not direct from the factory. In such a market a product must compete with nationally advertised brands.

The small proportion of labor and power cost and the relatively great importance of factory general costs and selling make a large volume of business in proportion to plant capacity essential.

Paint is a high value product per unit of weight and as such the nationally advertised brands can economically be transported throughout the country.

In view of these considerations we believe that the paint industry is not as favorable as some of the others discussed.

GYP SUM

Gypsum is mined in the United States principally in the States of Iowa, Kansas, Michigan, Nevada, New York, Ohio, Oklahoma, Texas, Utah, Wyoming. None or very minor amounts are reported as mined further south than Virginia or east of Oklahoma. Imports of crude gypsums are principally from Canada but over 13,000 tons were imported from Mexico in 1925. It is believed that a much larger tonnage could be economically brought in from Mexico should the market warrant it.

The use of gypsum and its products has greatly increased in recent years. According to U. S. Government reports the use has grown from a tonnage of less than 1,000,000 in 1904 valued at \$2,784,000 to a 1923 tonnage of 4,750,000 valued at \$35,000,000, and to over 5,000,000 tons in 1925.

There are many uses of gypsum most of which are in the building or its allied materials.

According to government reports the uses were as follows in 1925:

Stucco	683,798 tons
Neat plaster	2,138,637 tons
Sanded plaster	184,850 tons
Plaster of Paris	187,000 tons
Keenes cement	36,607 tons
Plate glass	19,536 tons
Plaster board	110,703 tons
Wall board	431,241 tons
Partition tile	245,853 tons
Special tile	8,654 tons
Cement mills, etc.	57,798 tons
	<hr/>
	4,104,735 tons
Crude	1,014,135

Gypsum rock is usually used as the raw material. It is mined or quarried, put through crushers primary and secondary. Next through a drier, thence to screens, thence to be calcined.

Crude gypsum is treated in two ways:

- 1—By incomplete dehydration at temperatures less than 400° F.
- 2—By complete dehydration at temperatures over 400° F.

The product of the first process is called "hemi hydrate", "first settle stucco", or "calcined gypsum". It is the basis of the bulk of the products.

The completely calcined gypsum product at high temperature (1,000° C) is Keenes cement and must have added an accelerator usually alum but borax and other materials are also used.

The first settle is mixed with various substances to make a commercial product. A retarder of hair, lime and soda ash; a material to improve the working qualities such as hydrated lime, clay, talc or asbestos; and a material to prevent cracking such as hair, wood fiber or sisal.

The following table gives proportions of various substances (approximate) not all of which ever go into any one mix:

<u>Materials used</u>	
<u>Per ton of calcined gypsum:</u>	
Retarder	4 pounds
Lime	10 pounds
Clay	100-400 pounds
Hair (goat)	4-6 pounds
Wood fiber	30-40 pounds
Talc	400 pounds
Asbestos	3 pounds
Ground silica	320-500 pounds
Sisal	1-2 pounds

It is evident that if gypsum rock be available, as believed, the other raw materials, retarder, clay, wood fiber, hair, sisal, etc., are relatively small in amount and can be obtained economically.

Wood fiber is made by shredding barked logs. Non-staining wood such as bass, willow or poplar is necessary.

Gypsum wall and plaster boards are fabricated by making a sheet of gypsum between two sheets of paper. In wall board the surface is sized. The core is made of calcined gypsum with not over 10% by weight of sawdust or other fiber. It is sometimes composed of gypsum and starch.

Gypsum tile is cast in molds and is made of calcined gypsum with about 3% fiber.

The "poured in place" construction for floors and roofs is increasingly used, in this gypsum is mixed with wood chips, cinders, etc.

Precast reinforced tile is also made with gypsum as a base. Gypsum is also used either raw or calcined as a retarder for Portland Cement to an amount of 2 or 3%.

Other uses of gypsum are:

- Bedding for plate glass.
- Pottery molds.
- Cold water paint.
- Insulation.
- Surgical and dental.
- Molding plaster.
- Staff for moving picture set up.

Besides the raw materials, labor, power and fuel are the large items.

Labor is obtainable at moderate rates. Power is a considerable item, varying with the type of plant and product from 1 1/2 to 3 horse power per ton of output. It is a steady and very desirable load from a power company viewpoint and undoubtedly the rate would be attractive.

Coal consumption also varies with the type of plant from 75 to 100 pounds per ton. As regards this item Pensacola is also favorably located.

There are a number of cement mills that are within economic shipping distance for delivery of raw gypsum or calcined product.

Gypsum is a fairly heavy product, the wall and plaster board weighing nearly two lbs. per square foot, while the plaster is somewhat less in weight than cement for the same volume. This makes accessibility to market a material item. We believe that this industry offers a very favorable line for further study for Pensacola and vicinity.

XLIV. GROUP 3

Industries based on materials originating in the interior, outside of the local Pensacola trade territory, and transported to the seaboard by long rail haul are limited by local market and by cost of fabrication before export. The total number of materials is immense but these limitations reduce them to relatively few when considered for development in the Pensacola territory.

Among the more promising of these are:

COTTON

There is at present a cotton compress at Pensacola handling about 25,000 bales per annum. With the advent of the Frisco Railroad and its

direct communication with Memphis and other cotton centers it is probable that a much greater volume of cotton will move through Pensacola, requiring enlarged compress facilities.

It may be assumed that any freight rate inequalities will be equitably adjusted. It is quite likely that in a few years as much as 200,000 bales per annum will move through the Port of Pensacola. This would mean the employment of large numbers of men. If two or three hundred thousand bales are compressed a force of about 1,000 men would be necessary. Such employment is seasonal and this force could probably be absorbed in other lines such as fertilizer manufacture, agriculture, etc.

Cotton spinning has been discussed with us. The amount of cotton grown locally is small and there does not seem much warrant for shipping raw cotton to Pensacola and reshipping finished yarn North.

The desirability of a gulf seaboard location for spinning is somewhat a mooted question. Too little humidity may easily be corrected. Excess humidity is much more difficult to eliminate. If other factors favored, it is probable that air conditioning could be carried out satisfactorily but economics do not seem to point to Pensacola at this time. If an adequate export business were assured the situation could be more favorable.

The knitting or needle trades offer an excellent field. In this line the products, both those brought in and those sent out, are high in value and on which the freight would be a relatively small item as compared with labor. Such industries as the shirt, underwear, overall, awning, cotton bag, clothing, cotton glove, handkerchief, and other needle trades employ large numbers of women and would help to give Pensacola a balanced labor condition. In a typical industry of this character the costs according to U. S. Government statistics divide as follows:

Needle Trade Costs

Raw materials	60%
Direct labor	25
Indirect labor	5
Factory expense	4
Additional expense	2
Selling expense	4

Raw materials being saved the long rail haul north and finished products the long return haul would give cheaper production. Labor is lower in price. This offers a promising possibility.

GRAIN

The "Frisco" Railroad being one of the great grain hauling systems and Pensacola being its seaport there is reasonable assurance that large tonnages of grain will move through this port and that a grain elevator will be built here by that company. Such an elevator will add greatly to the commerce of the Port and the frequency of shipping. Since most of the grain handling is done automatically by machinery it will not require a large payroll but will much enhance the usefulness of the port.

HARDWOODS

The availability of hardwoods for furniture and allied industries has been covered already. With the proximity of Birmingham for iron and steel products light agricultural tools such as plows, harrows, shovels, picks, etc., might well be made. Ash, hickory, oak form the basic woods.

There are large quantities of hardwood and its products exported, of which some should move through Pensacola. Such may be fabricated before shipment into tool stock, handles and the like.

STRUCTURAL STEEL

There are about 20,000 tons of fabricated structural steel exported annually from the United States, of which more than half goes to Cuba, Mexico and Central and South America. A considerable tonnage of shapes might move from the Birmingham district to Pensacola and there be fabricated and exported. This would be a business to which existing shops with slight modification would be applicable. It offers a promising line.

CARS

In 1925 there were shipped from the United States to Mexico, Cuba, Central and South America about 5,000 freight cars of various kinds about half of which went to Cuba. Of these the majority were cane sugar cars. A plant in Pensacola manufacturing such cars would have available suitable lumber and could obtain the wheels, axles and other steel parts by rail from the Birmingham District at no greater haul or freight rate than such manufacturers on the eastern seaboard.

Existing plants in Pensacola could easily be modified to handle this business. Direct water shipment by short route to destination would give cheap delivery. Eventually this might be developed into a car building industry for standard freight cars for use on southern railroads.

COKE

There is available from the Alabama coal fields, excellent grades of coking coal. From a typical ton of coal (2000 lbs.) the following products are obtained:

Coke	1,500 lbs.
Ammonium Sul.	25 lbs.
Benzol	12 gal.
Tar	12 gal.
Gas	11360 Cu. ft.

Only a limited local market for coke exists. Considerable coke is exported to Cuba. Mexico and South America. It is quite possible that this may furnish an outlet for the coke produced in a by-product plant. The ammonium sulphate could be disposed of in the fertilizer industry. The tar and benzol should offer no serious difficulties in disposal. The gas could not be absorbed in local illuminating and heating use but would require some industrial outlet. Under discussion of sand for glass making it was pointed out that it might be possible to develop such an industry if a low price fuel were available. The combination of a coke oven plant and a glass factory might be worked out as an economic whole. It will require a very thorough investigation of all phases of this problem to make a safe decision on this proposal.

ASSEMBLY PLANTS

For assembly of parts of machines destined for export Pensacola offers admirable facilities in its direct railroad connections and short water distances to the West Indies, Central and South America and in fact for all countries where ships pass through the Panama Canal. The labor here is intelligent and would easily train to such work.

The economics of shipping knocked down and assembling at point of export are generally recognized by large manufacturers of standardized apparatus. Among those particularly promising are automobiles and trucks; agricultural machinery and tractors; and electrical apparatus.

GENERAL

It is evident from the analysis that we have given, that the location of industry is cumulative, one breeding another. Thus a leather and tanning industry provides favorable conditions for a glue factory.

It has been estimated in a certain territory of nearly a hundred cities, that of all new industries about 50% were of local origin and local financing, about 25% were of local origin and foreign financing, about 15% were branch plants and about 10% removals of plants from elsewhere.

Such a showing even if only approximately correct indicates the prime importance of local effort if industries are to be secured.

The Follow-up of the Report

This industrial survey gives the essential factors that enter into the location of industries at Pensacola. These factors are of two classes—the cost factors such as labor rates, transportation charges, taxes and the like, and the human factors such as class of labor, living conditions, etc.

This report to be of the greatest real value to Pensacola must be followed up. In our opinion, the most important method of follow-up is for the Chamber of Commerce or Board of Trade to establish an industrial bureau in charge of a competent industrial engineer. This engineer should keep in touch with industrial prospects by study of trade journals, technical magazines, newspaper clippings, official reports and other published sources of information. He should also co-operate closely with the industrial departments of the several railroads, power companies and steamship lines.

He should deal with promising industrial prospects by correspondence and personal interview. If he locates a good prospect he would make a special survey of the industry as applied to Pensacola in which he would cover the various items in detail and submit to the prospect a complete written report. It is usual for these reports to be made without charge to the prospect. Practice varies as to whether the inquiry is kept as confidential by the industrial engineer or disclosed to a committee of the Chamber of Commerce. Which ever is adopted, this general system has been and is in successful operation in a number of cities. If possible, the appropriation of the Chamber of Com-

merce for such work should be sufficient not only for the salary of such an industrial engineer but also for the other expenses of his department, including traveling expenses. As an opening gun in arousing interest in the mind of the prospect the printed industrial survey or at least the essential parts of it are effective.

Close co-operation between the members of the Chamber and the industrial engineer will lead to the discovery of many prospects. Local business men, merchants and manufacturers are in perhaps the best position to hear of new industries or those seeking a new location.

The Chamber may also render valuable assistance in promoting new industries by locating suitable sites at reasonable cost and by establishing contact between prospects and financial interests.

Some seaport cities have salaried traffic agents who locate and solicit freight shipments via their port. In this they work in close harmony with the traffic agents of the railroads. The territory covered by these men is generally the point of origin of the shipments but often the industrial traffic managers are located on the eastern seaboard.

Closely related to the work of the industrial engineer is that of the Traffic Department of the Chamber of Commerce. Your Chamber now has an excellent department but a larger appropriation for this work is desirable so that your representative can attend all the pertinent conferences and commission hearings to look after the traffic and rate interests of the city.

Perhaps no single item will be more productive of results in the development of Pensacola, both in trade and industry, than the development of the agricultural hinterland. This in our opinion, is a phase of the Chamber's activity in which it may well be active.

Following these activities, an advertising program to arouse the interest of the citizens in the growth of Pensacola and to reach prospective new industries is advantageous but in our opinion the advertising is of less importance than the active organization and functioning of the Industrial Department.

Opinions vary as to special favors to new industries such as bonuses, moving expenses, tax benefits, free sites, etc., but much the larger volume of opinion of experienced persons is that such special favors are inadvisable.

A list of the classified manufacturers of the United States appears in the Appendix to this report, pages 99 to 103.

AGRICULTURAL DEVELOPMENT

ESCAMBIA COUNTY

XLV. GENERAL

Escambia is the extreme western county of Florida. It has an area of 663 square miles (420,480 acres) and extends North and South from the Alabama-Florida line to the Gulf of Mexico, a distance of about 50 miles. It is bounded on the East by the Escambia River which separates it from Santa Rosa County, and on the West by the Perdido River which separates it and the State of Florida from Baldwin County, Alabama. The County varies in width, East-West, from 25 miles at the Northern boundary to about 8 miles at the narrowest point.

XLVI. ELEVATIONS

The elevation of the section in the Peninsula lying between the Gulf of Mexico and Escambia, Pensacola, and Perdido Bays is nearly level with steep bluffs along Escambia Bay. The rest of the County beginning about 20 miles from the Gulf is undulating, becoming rolling in the North portion.

Escambia and Perdido Rivers are the two drainage systems and are about equal in extent.

Well water is found at depths of from 20 to 50 feet and artesian wells have been secured at a depth of about 1,000 feet.

XLVII. TRANSPORTATION

RAIL

A branch of the Louisville & Nashville Railroad serves the Eastern edge of the County and the Muscle Shoals, Birmingham and Pensacola Railway (now "Frisco") serves the central Southern and Western portions. When the "Frisco" shall have completed its connections for through operation over its own rails its service to the County will be much greater than at present. Considering the fact that the County is very narrow and that two trunk line railroads already traverse the entire length of the County, rail shipments of farm products will be practicable to farmers of all sections of the County with the possible exception of the lower peninsular section.

HIGHWAYS

There is a good system of highways throughout the County totalling 76.43 miles of hard surface road, 600 miles of improved secondary road, and

400 miles of unimproved roads, making practically all points in the County accessible by highway. See Article XIV, Page 73.

WATER TRANSPORTATION

As pointed out above, Escambia County is bounded on the east by the Escambia River and Escambia Bay, on the west by the Perdido River and Perdido Bay and on the south by Pensacola Bay and the Gulf. Also there are numerous Bayous and streams, all of which are navigable to a more or less degree. Already these waters are served by small crafts which transports supplies and agricultural products. As agricultural lands are further developed along these streams and waters, further transportation facilities will undoubtedly develop. See Article XV, Page 81.

XLVIII. CLIMATE

Climate has been fully treated in another chapter of this report to which reference is made (See Article IV, Page 9) but may be summarized at this point. The United States weather bureau records at Pensacola show:

Average annual temperature	67.7° F
Average summer temperature	80° F
Average Dec.-Feb. temperature	54° F
Average last killing frost in spring	Feb. 18th
Average first killing frost in fall	Dec. 7th
Average growing season	292 days
Average number of days over 90° F	15
Average number of freezing days	7
Average number of days with precipitation .01" or more	115
Average number of clear days	136
Average number of partly cloudy days	123
Average number of cloudy days	106
Average annual rainfall	56.25

The northern portion of the County is slightly colder in winter, warmer in summer and has a somewhat higher average rainfall. The northern portion has also less immunity from early and late frosts and a crop maturity of one to two weeks later.

Damaging cold weather is rather rare and for short periods. However, it is a fact that freezing temperatures occur several times every winter.

Severe cold weather usually comes with a strong northwest wind. The conditions accompanying this are understood and frosts and cold waves are precast long enough to allow of preparation.

Condition and stage of development of crops, nature of soil, topography and adjacent water areas all have a bearing on crop damage due to temperature.

The Florida Department of Agriculture states that agriculture is less a hazard here than in most other sections so far as weather conditions are concerned. There are few droughts and hail storms.

The climatic conditions are such that two, and often three crops a season can be raised on the same land.

XLIX. SOIL SURVEY

In 1908 the U. S. Department of Agriculture made a soil survey with map of Escambia County which is now out of print but obtainable in libraries. It is from this publication that the following information referring to soils is taken.

The surface formations of this County are probably Lafayette and Columbia. The Lafayette is an upraised shallow sea deposit consisting of red and yellow sandy clays and loams and it, in general, occupies the more elevated portions of the County. The Columbia is a later deposit of nearly uniform clean washed sand. The Lafayette is divided into the Norfolk, having a yellow clay sub-soil and the Orangeburg having a red sub-soil. Each of these divisions has three types, two of which are a fine sandy loam and a loam.

The following table gives the areas of different soils:

Soil	Acres	Per Cent
Norfolk sand	191,744	45.3
Norfolk fine sandy loam	54,016	12.7
Meadow	45,632	10.8
Norfolk sandy loam	37,824	8.9
Portsmouth sand	31,424	7.4
Norfolk loam	17,536	4.2
Orangeburg sandy loam	17,024	4.0
Orangeburg sand	8,704	2.1
Galveston sand	5,696	1.3
Myatt fine sandy loam	5,696	1.3
Sandhill	4,352	1.0
Norfolk fine sand	2,496	.6
Orangeburg loam	1,280	.3
Marsh	448	.1
TOTAL	423,872	.....

NOTE: Total area of County is not in agreement with present figures, being 3,392 acres greater. This difference is not important in general soil study.

Of these soils the best agriculturally are the Norfolk loam, Norfolk sandy loam, Norfolk fine sandy loam, Norfolk fine sand, Orangeburg sandy loam, Orangeburg sand, Orangeburg loam, Portsmouth and portions of the Norfolk sand.

These better agricultural soils lie principally in the central and north portions of the County with scattered areas lying in the south central and southern portion.

In general, very sandy types occur near the water and the soils gradually become heavier to the north. At the Alabama line one finds heavy clay loams. It is possible in this County to find soils suited to almost any agricultural purpose for which the climate is adapted.

It is probable that 60-65 % of the total area is agriculturally promising.

L. AGRICULTURAL CENSUS

The United States Census of Agriculture—1925

shows for Escambia County:

	<u>Acres</u>	<u>% of Total</u>
Total land area	420,480	100.0
All land in farms - 1925	74,884	17.8
" " " " - 1920	59,546	14.2
" " " " - 1910	70,825	16.8
Average per farm - 1925	66.1	

The area in farming was but little greater in 1925 than in 1910 and contrasted with the total economically possible of cultivation there was and is great opportunity for growth.

Statistics of farm sizes, classes of farms, and areas in various farms are given below:

ITEM	ESCAMBIA COUNTY
<u>Farms</u>	
Number of farms.....1925.....	1,133
1920.....	845
1910.....	788
<u>Farms by size, 1925:</u>	
Under three acres.....	7
3 to 9 acres.....	118
10 to 19 acres.....	161
20 to 49 acres.....	477
50 to 99 acres.....	219
100 to 174 acres.....	104
175 to 259 acres.....	11
260 to 499 acres.....	26
500 to 999 acres.....	7
1000 to 4999 acres.....	2
5000 acres and over.....	1

From these tables we see that the number of farms has increased over 40% since 1910 while the total acreage was but 6% greater, meaning a smaller acreage per farm.

However, the greater number of farms, 70%, have areas between 20 and 175 acres and but 10% are under 10

acres while less than 5% are over 175 acres.

FARM OWNERSHIP

ITEM	ESCAMBIA COUNTY
<u>Farmers, by color and tenure, 1925:</u>	
Total.....white.....	1,060
colored.....	73
Full owners.....white.....	792
colored.....	58
Part owners.....white.....	26
colored.....	3
Managers.....white.....	11
colored.....	-
Tenants.....white.....	231
colored.....	12
Cash tenants.....white.....	99
colored.....	8
Croppers.....white.....	55
colored.....	-
Other tenants.....white.....	77
colored.....	4
<u>Percentage of tenancy, 1925:</u>	21.4
1920.....	17.6
1910.....	17.8

Based on number of farms, 75% of all farms are fully owned and tenancy is only 21.4%. On an acreage basis about the same relation exists. White farmers are 93½% of the total.

FARM ACREAGE AND LAND AREA

ITEM	ESCAMBIA COUNTY
<u>Classification of farm land, 1925:</u>	
Crop land, total.....acres..	26,652
Crop land harvested in 1924... "	20,039
Crop failure....." ..	165
Idle or fallow land....." ..	6,448

ITEM	ESCAMBIA COUNTY
<u>Classification of farm land, 1925:(con)</u>	
Pasture land, total.....acres..	7,668
Plowable pasture....." ..	679
Woodland pasture....." ..	5,218
Other pasture....." ..	1,771
Woodland not used for pasture. " ..	31,729
All other land in farms....." ..	8,835
<u>All farm land, by tenure, 1925:</u>	
Full owners.....acres..	56,899
Part owners....." ..	2,214
Owned land....." ..	1,654
Rented (hired) land....." ..	560
Managers....." ..	3,483
Tenants....." ..	12,288
Cash tenants....." ..	4,606
Croppers....." ..	3,415
Other tenants....." ..	4,267

Of all land in farms, 74,884 acres, about 35% is cropped, about 10% is pasture, about 40% is woodland, and about 15% is put to unclassified uses.

FARM VALUES.

Values of farm property are reported as

Land and buildings - 1925	\$3,239,396
1920	2,363,503
1910	1,305,978
All farm property 1925	3,854,264
Land excl. bldgs. 1925	2,091,378
Buildings alone "	1,148,018
Imps.& machinery "	255,265
Livestock "	359,603

<u>Livestock and Livestock products</u>	<u>NO.</u>	<u>Value</u>
Horses as of June 1st, 1925	723	\$ 60,055
Mules "	793	92,241
Cattle "	9093	101,585
Sheep "	4546	13,982
Goats "	2299	2,069

<u>Livestock and Livestock products (con.)</u>	<u>No.</u>	<u>Value</u>
Swine as of June 1st, 1925	7517	\$ 42,151
Chickens "	47186	37,749
Cows milked 1924	2112	
* Milk produced - gals. 1924	597696	
Milk produced - gals. 1919	284845	
Butter made on farms - lbs. 1924	48309	
Cream sold - gals. 1924	60	
Whole milk sold - gals. 1924	293167	
Value of dairy products - 1924		136,642
Wool produced - lbs. - 1924	10065	3,221
Eggs produced - doz. - 1924	223945	67,184
Eggs produced - doz. - 1919	112415	
Chickens raised 1924	77149	50,918
Chickens raised 1919	42452	

* Incomplete estimates.

Between 1910 and 1925 the value of land and buildings increased 150%. The increase in dairy stock and its products and poultry products is marked.

VALUE OF CROPS AND ACREAGE AND PRODUCTION OF
PRINCIPAL CROPS - 1924.

<u>ITEM</u>	<u>ESCAMBIA COUNTY</u>
<u>Value of Crops</u>	
Value of crops with production reported in 1924.....dollars	\$643,587
Value of same crops in 1919.....dollars	415,342
<u>Acreage and Production, 1924</u>	
<u>Grain and forage crops:</u>	
Corn, total acreage.....	10,288
Harvested for grain.....acres	10,212
bushels	166,756
Cut for silage.....acres	50
tons	100
Cut for fodder.....acres	18
Hogged off....."	8
Oats threshed for grain.....acres	-
bushels	-

ITEM	ESCAMBIA COUNTY
<u>Vegetables grown for sale (con.)</u>	
Sweet corn.....acres.	27
Tomatoes....."	42
Watermelons....."	144
<u>Orchard fruits and nuts:</u>	
Peaches.....trees of all ages....	15,850
.....bushels harvested....	5,434
Plums and prunes,trees of all ages....	2,003
Grapes.....vines of all ages....	29,136
Oranges.....trees not of bearing age.	52,812
.....trees of bearing age.	10,990
Lemons.....trees not of bearing age.	453
.....trees of bearing age.	5
Grapefruit...trees not of bearing age.	291
.....trees of bearing age.	13
Pecans.....trees not of bearing age.	9,324
.....trees of bearing age.	8,947
<u>Forest products:</u>	
Firewood cut on farms in 1924..cords..	4,413

The figures in the foregoing tables show that corn, beans, hay, cotton, sweet and white potatoes and various fruits and nuts constituted the principal crops as of the date of the census.

"Agricultural Statistics of Florida" 1924 published by the State Department of Agriculture gives interesting information. Because of different methods of enumeration and date of taking the figures are not in exact agreement with the census.

PRODUCTS.

CROP	ACRES	YIELD	VALUE
Cotton, Upland	2,381	39,910 bales *	-
Corn	7,989	109,724 bushels	\$108,863
Oats	20	200 bushels	120
Rice	3	40 bushels	200
Potatoes, Irish	939	91,384 bushels	89,592
Potatoes, Sweet	395	24,121 bushels	24,056

PRODUCTS (CON.)

CROP	ACRES	YIELD	VALUE
Syrup, Sugar Cane	197	19,581 bushels	19,899
Syrup, Sorghum	1	40 bushels	40
Peas, field	49	420 bushels	760
Beans, Soy	24	130 bushels	200
Hay, field pea	179	357 tons	4,050
Hay, native grass	921	611 tons	12,165
Hay, millet	16	15 tons	300
Hay, Natal Grass	31	12 tons	240
Hay, Kaffir corn	5	2 tons	50
Hay, Japan Cane	1	2 tons	40
Peanuts	80	1,420 bushels	1,900
Beans, velvet	267	3,193 bushels	5,096
Hay, velvet bean	1,168	623 tons	12,153
Pepper	4	210 crates	232
Cabbage	3	230 crates	300
Tomatoes	3	260 crates	445
Watermelons	36	9 carloads	1,065
Cantaloupes	5	385 crates	670
Beans, snap	1	32 crates	49
Cucumbers	6	1,312 crates	1,228

\$283,713

* Obviously production figure is a typographical error.

FRUITS AND NUTS

Crop	Non bear- ing trees	Bearing trees	Crates	Value
Oranges	35,989	1,645	740	\$ 1,880
Figs	5,693	2,342	1,222	3,529
Bananas	-	-	135	199
Peaches	22,356	19,291	13,204	26,810
Persimmons, Japan	-	172	80	296
Pears, Avocado	-	21	11	44
Strawberries	-	-	* 3,200	410
Pears	16,817	846	626	1,828
Apples, sugar	-	-	16	36
Pecans	22,498	7,348	* 3,530	21,736
Flums	4,005	1,130	194	630
Grapes	-	-	* 20,445	4,002
				\$61,400

* Quarts

* Bushels

* Pounds

POULTRY

	Number	Value
Common Barnyard	158,150	\$ 164,882
All others	3,642	7,841
Eggs	558,846	162,642
		<u>\$ 335,365</u>

MISCELLANEOUS

	Pounds	Value
Wool	3,227	\$ 1,038
Honey	22,350	3,885
Beeswax	210	63
Milk, gallons	441,347	202,389
Butter	11,250	5,625
		<u>\$213,000</u>

LIVE STOCK.

	Number	Value
Horses	1,254	\$ 122,590
Colts	18	780
Mule colts	850	107,001
Asses and Jennets	6	450
Work Oxen	129	6,960
Dairy Cows	1,073	83,557
Stock Cattle	8,204	126,371
		<u>\$447,709</u>

PURE BRED CATTLE.

Breed	Number	Value
Hereford	1,001	\$40,040
Shorthorn	143	870
Jerseys	318	13,401
		<u>\$54,311</u>

HOGS.

Number, 8,442; Value, \$38,335; Slaughtered, 2,403; Value, \$24,633; Shipped, 111; Value, \$601.00.

SHEEP.

Number, 1,281; Value, \$5,093.

GOATS.

	Number	Value
Angora	29	\$ 414
Common	2,903	3,234
		<u>\$3,648</u>

THE U. S. CENSUS OF AGRICULTURE REPORTS FARM POPULATION BY
AGE, SEX, AND COLOR - 1925

ITEM	ESCAMBIA COUNTY
<u>All farm population:</u>	
Total	5,593
Under 10 years of age	1,408
10 years of age and over	4,185
Male	2,092
Female	2,093
<u>White Farm Population:</u>	
Total	5,254
Under 10 years of age	1,334
10 years of age and over	3,920
Male	1,973
Female	1,947
<u>Colored Farm population:</u>	
Total	339
Under 10 years of age	74
10 years of age and over	265
Male	119
Female	146

Of the total population only about 6% are colored.

All of these census figures are now two years old. There has since been marked development along all lines. It is probably safe to say that population acreage in cultivation, and accessory farm property have increased at least 10% since the census was taken.

Formerly, except along water courses, the soil was almost entirely covered by forests of long leaf pine and today there are great areas of cut over land and second growth timber of medium and small size. The soil is generally deficient in humus because of the nature of the pine defoliation. Also the soil has been largely denied such enrichment as went with the fallen pine needles as a result of periodic burning of forest cover.

The cut over land is not attractive to look at and gives to the casual observer little indication of its agricultural value. After clearing it is usually acid and for most crops is limed. With the turning under of a nitrogen crop and liberal use of commercial fertilizer, to which it quickly responds, the land gives excellent results.

LI. PRESENT COMMERCIAL CROPS

(YIELDS, FERTILIZATION, COSTS, MATURITIES AND COMPETITION.)

Information published by the Florida Department of Agriculture, slightly modified to suit West Florida conditions show the following for fair averages for the usual crops when properly grown and fertilized.

BEANS (Green) Yield 100 to 125 bushel hampers per acre at a cost of \$75.00 to \$90.00. Fertilization 600 lbs. Maturity, April, May, June. Competition, Texas, Louisiana, and Mississippi.

CABBAGE—Yield 100-150 barrel hampers (100 lbs.) per acre at a cost of \$75.00 to \$90.00. Fertilization $\frac{1}{2}$ to 1 ton. Maturity, March, April. Competition, Alabama and Louisiana.

PEPPERS—Yield 175-200 crates ($11\frac{1}{4} \times 14 \times 22$) per acre at a cost of \$75.00 to \$125.00. Fertilization $2\frac{1}{2}$ tons. Maturity, May and June. Competition, Cuba and California.

TOMATOES—Yield 75-160 (125 ave.) crates (6 basket) per acre at a cost of \$80.00 to \$120.00. Fertilization $\frac{1}{2}$ to 1 ton. Maturity, June, July, September and October. Competition, Mexico, Texas and California.

CUCUMBERS—Yield 250-275 crates (bushel) per acre at a cost of \$80.00 to \$100.00. Fertilization 1,600 lbs. Maturity, May and June. Competition, Alabama and Carolinas.

GREEN CORN—Yield 25-30 crates (bushel) per acre at a cost of \$20.00 to \$30.00. Fertilization 600 lbs. Maturity, May, June, July. Competition, Texas.

WHITE POTATOES—Yield average 80 sacks (100 lbs.) per acre at a cost of \$100.00 to \$125.00. Maturity, May and June. Competition, Texas and Alabama.

SWEET POTATOES—Yield 90-100 bushels per acre at a cost of \$60.00 to \$80.00 for early and \$40.00 to \$50.00 for late. Fertilization 2,000 lbs. for early, 1,000 lbs. for late. Maturity, July and August. Competition, Alabama and Georgia.

GRAPES—Yield Maximum 4 tons, average 2 tons for acre. Cost of setting out an acre about \$500.00. Fertilization 1,000 lbs. Maturity, June and July. Competition, California.

STRAWBERRIES—Yield 1,900 quarts per acre at a cost of \$200.00 to \$250.00 if new plants are used each year. Fertilization 2,000 lbs. Maturity, March 15th to May 15th. Competition, Louisiana and Alabama.

PECANS—Begin to bear after five years and produce a profitable crop after 10 years, producing 300 to 600 lbs. per acre and a return of \$150.00 to \$200.00 per acre. It costs about \$400.00 per acre to set out and bring an acre into bearing. Fertilization 2-4 lbs. per tree. Maturity, November and December.

SUGAR CANE FOR SYRUP—Yield average 115 gallons (maximum 300-400 gallons) per acre at a cost of \$125.00 to \$150.00 per acre. Fertilization 1,500 lbs. Maturity, October, November, perhaps later. Competition, Georgia, Louisiana and Alabama.

SATSUMAS—Yield, 5 year tree, 4 strap.

Ten year tree, 10 strap.

Cost \$1.75 per strap.

Planting 65 per acre.

BLUEBERRIES—Yield a small return after 3rd year. After 5th year gross of \$300.00 per acre. Fertilization very slight. Maturity, May, June and July.

The foregoing yields are typical of usual conditions. There are, however, numerous examples of production greater than stated where soil, cultivation and season are exceptionally good. All of the above referred to crops offer possibilities of further exploitation.

Other crops not yet of commercial importance in this county but which are easily grown and can be exploited commercially are celery, lettuce, watermelon, lima beans, canteloupe, eggplant, beets, carrots, okra, squash, plums, persimmon, peanuts, sand pears, honey and others.

LII. MARKETS

Shipments of vegetables by car lots from Escambia for two seasons are given below. These do not represent the production because much went to the Pensacola market and some was shipped less car load and by express:

	<u>ESCAMBIA</u>	
	<u>24-25</u>	<u>25-26</u>
Tomatoes	2	3
Potatoes	43	10
Cucumbers	11	6
Peppers	1	2
Peaches	1	—
Mixed vegetables	5	6
Miscellaneous	—	14
Watermelons	34	37
Apples	—	—
Total	97	78

It is difficult to state the selling price of the various crops other than between wide limits. The prices vary for different months of a single year and from year to year, depending on season, competition, carry over in some cases, quality and other factors. Furthermore, shipments from this County have been small and in most cases less than carload, so the State Marketing Bureau has no special reporting stations in this section.

Markets for the County products are plentiful. Pensacola supplies a large and growing market. The cities of the Central South, East and Middle West are an almost unlimited market for early fruits, vegetables and poultry. Florida itself consumes far more meats, poultry, eggs and dairy products than it produces. This is clearly shown by statement of the State Marketing Commission as of August, 1925.

FLORIDA

<u>Article</u>	<u>Consumption</u>	<u>Production</u>	<u>Imported</u>
Beef and veal	\$20,427,650	\$6,623,544	\$13,797,106
Pork and bacon	25,579,400	6,176,179	19,403,221
Lard	4,266,230	1,066,562	3,199,668
Lamb	1,740,000	40,000	1,700,000
Dairy products	31,125,000	7,089,819	24,035,181
Poultry	11,250,000	3,750,000	7,500,000
Eggs	9,000,000	4,500,000	4,500,000

In general, it may be stated that crops from this section are among those reaching the early high price market and that growers, especially if able to make car lot shipments, will receive profitable returns.

LIII. CROPS WHICH SHOULD BE DEVELOPED

Among the most profitable crops for this section and among those especially promising for future development are the Satsuma, Pecan, Blueberry and Grape.

SATSUMA ORANGE

The Satsuma is well established in Mississippi and Alabama and there are large plantings of young trees in Escambia and Santa Rosa Counties, Florida. It is estimated that 50,000 trees were planted last spring in Escambia. The Satsuma is loose-skinned, juicy, fine flavored and has few seeds. It reaches the market in October and November when there are few round oranges and is preferred to the Tangerine which is largely held back until the Satsuma supply is exhausted.

The Satsuma needs a well drained soil but otherwise thrives on most soils. It is hardy and if properly grown will stand a temperature of about 14° F.

The freeze of 1924 killed a large number of trees. There was great irregularity in the damage, some trees in a grove being damaged and others not,

some in one grove escaping while those in adjoining groves suffered. It is believed that with trees that are strong, healthy and free from disease and banked 12-15 inches above the land level groves will largely escape a severe freeze. Air drainage and adjacent large bodies of water also help to protect the trees. With these precautions and the infrequent occurrence of very low temperatures it is believed that this industry has a bright future.

Artificial heating of groves while difficult for this low growing type of tree and while not yet worked out, seems to be well worth serious study.

About 70-80% of the crop is graded, handled, and marketed by the Gulf Coast Citrus Exchange. Last year growers averaged net over packing, freight, and commission, \$2.42 per half strap. Some growers received as high as \$800.00 per acre.

PECANS

Pecans are well established in Louisiana, Mississippi, Alabama, and Georgia, and there are many young orchards in West Florida. The tree needs much fertilizer and some spraying but is very long lived and hardy. It grows well on most soils. It costs about \$400.00 per acre to set out and bring to bearing, a grove of pecan trees. This requires about ten years. The Success, Stuart, Curtis and Moore are the favored varieties. A state-wide average production is about ten pounds per tree but good orchards should give from 300 to 600 pounds per acre.

The prices when sold to buyers vary widely from 25 to 50 cents per pound. There is greater competition in the pecan market than with Satsumas but there is good opportunity to educate the public to greater pecan use and groves will prove profitable even with nuts at a lower price.

There are about 1,000 acres planted in Escambia County.

BLUEBERRY

The "Rabbit Eye" Blueberry is another very promising crop. Mr. Sapp of Crestview, Florida, 35 years ago transplanted about 30 trees from the woods to his farm. These trees are now 12 to 14 feet high and their bush is from 6 to 8 feet in diameter. They have produced regularly a good crop of large berries.

This blueberry is hardy, needing little if any fertilizer, does not freeze and there is no disease or insect that attacks the bushes. It requires only cultivation.

It will cost about \$400.00 per acre to plant and bring to bearing an acre of blueberries. It yields a small return the third year after planting and after the fifth year it should yield gross about \$300.00 per acre (1,000 quarts).

About 150 acres of blueberries have been planted recently in the Pensacola vicinity.

The blueberry is sold as a fresh fruit and is in the market in May, June and July before northern competition. It seems to have an unlimited market for a number of years without danger of over-production.

GRAPES

The grape is another new and promising crop. The Carmen, Ellen Scott, R. W. Munson of the black and Niagara and Armalega of the light colored grapes are grown. Of these, the Carmen, Armalega and Niagara are the favored varieties.

Grapes require a well drained sandy loam soil. Planting is on the Munson system with vines 8x12 feet giving 300-330 plants per acre.

A commercial crop is secured the second year after planting. Mature vineyards will produce on an average two tons and a maximum of four tons per acre.

They require fertilizer of about 1,000 lbs. per acre. The cost of setting a vineyard and bringing to bearing would be between \$400.00 and \$500.00 per acre.

Grapes from this section reach the market about four weeks in advance of other grapes and the market seems to be large and assured.

The crops thus far have been too small for commercial purposes. Shipments should be in carload lots refrigerated. While no price has been established it is believed that 10c per pound at least can be secured.

DAIRYING

There is a very promising outlook for the dairy industry in this county. Florida as a whole produces far less than it consumes. The products are shipped in from many states, from even as far distant as Wisconsin.

The pastures of native grasses gives grazing a few months in the year. Other grasses, Dallas, Carpet, Lespedeza (Japanese clover) grow well. Periodic burning has largely prevented securing a good general pasture. Lespedeza can be grazed until December and gives ten months grazing as against northern winter feeding. It can also be raised as hay. Other hay crops are cowpeas, soybeans and peanuts. For silage there are corn, which can be grown following potatoes, kaffir corn and sorghum.

The County is now nearly tick free. The Magnalio Farms near Muscogee is an impressive and outstanding example of what is possible along dairy lines.

SHEEP

Sheep are another livestock possibility. They give favorable returns from selling wool and young lambs. The absence of grain feed makes the selling of fat mutton not so favorable. The range grazing is not good and the internal parasite makes the farm flock system preferable.

POULTRY

The poultry industry is very promising. The birds thrive in this climate and need less protection than in more vigorous climates. Farm flocks probably average returns of about \$1.50 per bird while commercial flocks will net from \$2.00 to \$2.50 per bird. There has not been until very recently a sufficient volume of shipment to reach car lot proportions. The County Agent has recently started such shipments. With this will come better and wider markets and prices.

Turkeys, squab, ducks and geese are other possibilities, in this section.

LIV. FARM AID

Farmers in this section have many sources of information and guidance.

U. S. Department of Agriculture.

State Department of Agriculture.

State Marketing Bureau.

Agricultural Extension Division U. of Florida.

County Agricultural Agents.

Railroad Agricultural Advisors.

Chambers of Commerce.

Community Associations.

Farm Journals.

Growers Associations.

LV. GROWERS ASSOCIATIONS

The Growers Association besides giving advice, in some cases grade, pack, ship and market. Among these associations are:

Gulf Coast Citrus Exchange.
Florida State Horticultural Society.
Florida Grape Growers Association.
National Pecan Growers Association.
Escambia County Poultry Exchange.
Escambia County Poultry Association.
Escambia County Growers Exchange.
Barraneau Park Association.
Escambia County Dairyman's Association.
Barraneau Park Orange and Potato Association.
Barraneau Park Farmers Society.
Escambia County Co-Operative Growers Association.

LVI. LAND VALUES

Land values vary widely. Land near Pensacola partakes of the suburban and has a relatively high value. Elsewhere the values depend upon size of tract, soil, transportation, highways, timber, condition, etc. In a general way values may be stated as follows:

	<u>Per Acre</u>
Large tracts cut over lands no timber value	\$5.00-\$10.00
Small tracts cut over lands no timber value depending on soil and location	\$15.00-\$50.00
Tillable land depending on soil and location	\$50.00-\$100.00
Cost of clearing stumps about	\$20.00

(This gives no allowance for stumps sold to turpentine companies.)

LVII. CONCLUSION

General conditions are favorable. Labor and building costs are low and farm buildings need be less costly here than in a colder climate. However, crops must be fenced in the absence of a stock law. Climate is mild and healthy and good water is readily available. Transportation, formerly limited to one railroad and very poor highways, is now given by two railroads and a good and improving highway system. Educational and church facilities are good and adequate.

The County is undoubtedly due for agricultural development based on the advantages herein described.

There are, however, certain ways in which this growth and development may be stimulated and accelerated. Among these factors are:

Thorough education of new settlers in successful methods of cultivation which are often different from methods in other sections. This may be done by his renting for a period before buying, by observation of experienced growers, and by the fullest use of Federal, State and County agencies.

Through the acquisition of farms of adequate size for economic production say not less than 20 and preferably 40 acres.

Through the provision of long term purchase and easy interest rates.

Through the selling of land at least half of which is cleared and ready for planting.

Through settlers having some financial reserve to draw on in the initial years.

Through encouragement in raising quick paying crops such as potatoes, poultry, and dairy cows in the early years.

Through the organization of co-operative associations when such do not exist, for collective grading, shipping and marketing.

Through continued improvement and development of schools and highways.

TOURIST TRADE

LVIII. GENERAL

Florida, resembling a great thumb of the United States, extends out to sea, between the Atlantic Ocean and the Gulf of Mexico, for over five hundred miles, almost touching with its tip Cuba and the Caribbean Sea.

The United States has 6,000 miles of seacoast and of this, Florida, alone, has 1,300 miles, 420 miles more than her nearest rival, California.

The seacoast line of Florida is divided into three parts, namely: the East Coast, Fernandina to Key West, 520 miles; the West Coast, Key West to Apalachicola, 600 miles; and the Gulf Coast, Apalachicola to Pensacola, 180 miles.

This last section, taken with the 200 miles of Gulf Coast to the west, extending from Pensacola to New Orleans along the shores of Alabama and Mississippi forms the famous "Gulf Coast", sometimes called the "American Riviera."

The East and West Coasts of Florida are indented with countless bays and bayous, protected with an outlying fringe of keys. The bays are shallow and the shores are low, covered with palm and mangrove.

The Gulf Coast is similarly broken up with estuaries, bays and bayous, and is protected by a line of islands. These bodies of water are deep and clear, and the land behind, in most places, rises abruptly from the inner shore line, tumbling back into rolling, back country, covered with tall pines and magnificent, mossy, old oaks. The banks along the bays and bayous rise to a height of from ten to fifty feet, and a few miles inland, elevations of one hundred feet are not uncommon.

The inner beaches are narrow, sandy and clean, with deep, clear water from Apalachicola to Pensacola, and with shallow, riley water along the Mississippi Gulf Coast.

The outside beaches on the Gulf Islands are broad and beautiful and slope gently into the deep clear waters of the Gulf of Mexico. The sand is hard, and snow-white.

Into these Gulf Coast bays, the estuaries of many large and beautiful rivers discharge their waters. Several of these rivers are navigable and run back into Georgia, Alabama and Mississippi for long distances. The larger of these rivers are the Apalachicola, Choctawhatchee, Yellow and Escambia Rivers in Florida; the Perdido, Alabama and Tom Bigbee in Alabama; and the Pasagula and Pearl Rivers in Mississippi.

The climate of this district was fully discussed under Article IV of this report. For purpose of discussion in connection with Tourist Trade, we give herewith only a brief summary of what has been said before. One can see at a glance that the climate is ideal and attractive to the tourist.

The yearly average temperature for New Orleans is 69° F.; Pass Christian, 67.08° F.; Biloxi, 67.9° F.; Mobile, 67.3° F.; Pensacola, 67.7° F.; and Panama City, 69° F. The average for the entire Gulf Coast is 68° F. July is the warmest month with an average of 82° F. and January is the coolest, with 53° F. for the monthly average. See Pages 2 (a) and 2 (b) of Appendix for Comparative Temperature Table of Gulf Coast Cities vs. other Cities in the United States.

The percentage of sunshine over a long period of years is 66. The average number of clear days per year is 130; partly cloudy, 127; and cloudy, 108.

The average rainfall is 62 inches per year and is well distributed: 17 inches in Winter, 13 in Spring, 20 in Summer, and 12 in Autumn. The average yearly number of thunderstorms is seventy and fogs, fifteen.

The average wind velocity is thirteen miles an hour. About once every decade a tropical storm hits the Gulf Coast in late Summer or early Fall; but storms have never been known to occur in this locality at any other time and are not as severe as generally believed. Little damage is done by these hurricanes to properly built structures.

The climate for the entire four hundred miles of the Gulf Coast is practically the same, with the variation of only a degree or so in temperature and a few inches in rainfall.

LXIX. REVIEW OF FLORIDA AND MISSISSIPPI GULF COAST

TOURIST BUSINESS

The principal resort cities and towns along the Gulf Coast are Bay St. Louis, Pine Hills, Mississippi City, Pass Christian, Gulfport, Biloxi, Gulf Hills, Ocean Springs and Pascagoula, in Mississippi; Daphne and Fairhope in Alabama; and Pensacola, Florosa, Mary Esther, Camp Walton, Valparaiso, St. Andrew, Panama City and Apalachicola in Florida.

Here, in the Summer months, gather the people of the South from Louisiana, Mississippi, Alabama, Georgia and Florida. Here again, in the Winter and well into the Spring, the Northerners flock down to escape the rigors of the Northern Winter and play in the semitropical climate of the Gulf Coast.

The Mississippi Gulf Coast has a Southern trade during the two months of July and August, with an ever-increasing Northern tourist trade from December to April. Accommodations and hotels are built in fast succession to take care of the yearly Winter increase.

Fairhope and Daphne, in Alabama, are the Summer residences for the people of the City of Mobile, and the State of Alabama.

To the east of Pensacola, along Santa Rosa Sound, lie Mary Esther, Florosa, Camp Walter on Valparaiso, with hotels, cottages and the Summer homes of people from Alabama, Georgia and Florida. The Summer months of July and August are the busiest.

Further to the east on St. Andrews Bay are situated St. Andrew and Panama City. They have several good hotels, apartments and cottages, all filled with Summer vacationists from May to October. There is comparatively little Northern tourist business in this section, principally on account of the lack of railroad service. These tourists mostly motor in from Alabama, Georgia and Florida.

Pensacola, situated geographically almost in the center of this wonderful Summer and Winter playground, not only has the advantage of both sections to the east and west, but also has many added attractions, mainly: the best bay, with high and timbered banks, numerous rivers, lagoons and bayous. One of the best bathing beaches on the entire Gulf Coast and the only one that is

reached directly by first-class paved highway, is quite near Pensacola. All other Gulf Beaches, as at Pass Christian, Gulfport, Biloxi and Panama City, can be reached only by boat.

Pensacola is older and has a more interesting historical record than the other Gulf Coast cities. It was discovered in 1528 and antedates Pass Christian and Biloxi by more than one hundred and fifty years. Landmarks of the old political and historical background still remain in the old Spanish forts, San Carlos, Barrancas and the more modern Fort Redoubt.

Pensacola has the finest of hotel, resort and residential sites on the high banks of Escambia Bay, or on the lower shores of Pensacola Bay, Bayou Grande, Big Lagoon and the Gulf of Mexico.

The Gulf Coast in general has good water but Pensacola has probably the best in the country, the water being 99.9% pure.

Pensacola, however, has been too much absorbed in her lumber, naval stores, fisheries, and importing and exporting business to take advantage of her natural and geographical position in the center of the Gulf Coast, and go after the tourist trade which is constantly passing through her boundaries.

Up to date, Pensacola has been a clearing house for travelers passing through to the Gulf Coast and to South Florida. In the late Fall and during the Winter, Pensacola has many tourists who stay one or two days. With its many natural attractions, why should Pensacola lose these tourists to other communities? The answer is apparent! Pensacola has neglected to put herself before the national public in this respect. She has not advertised herself properly nor has she provided the man-made attractions which are so necessary to attract and hold the tourists, i.e. Hotels, Inns, places of amusement, gay beach resorts, etc. This condition can and should be remedied.

There can be no question as to the benefits accruing to a city which engages in a tourist business. St. Petersburg, Florida, which practically exists on this business, alone, is a wonderful example. Tourists spend much money

in the community of their choice and provide much additional employment for the local people. Not only does this class of business increase the wealth of a city, but it increases its civic pride. The tourist is not attracted to a town, where the houses are in need of paint and the yards and lawns are unkempt. Therefore, when a city sets out to get the tourist business, it sets about to make its outward appearance attractive, and then busies itself in the providing of accommodations and artificial attractions.

We have pointed out that Pensacola has all of the natural climatic and geographical advantages which all of the famous Gulf Resorts have, and that yet, Pensacola has not offered them any competition in the tourist business. Let us now compare Pensacola with the rest of the Gulf Coast region in other respects.

LX. ACCESSIBILITY TO CENTER OF POPULATION

Pensacola is 555 miles from the center of population of the United States, while Pass Christian and Biloxi are about 570 miles distant from this point. New Orleans and Panama City are 610 miles and 710 miles respectively, away from the center of population.

The transportation systems and highways serving Pensacola have been taken up in great detail in the preceding article of this report and may here be summarized as follows:

Railroad Service:

Pensacola has the best train service of any city on the Gulf Coast. There is available to the traveler fast and frequent train service, with through Pullman service to New Orleans, Los Angeles, Jacksonville, Montgomery, Birmingham, Atlanta, St. Louis, Chicago, Cincinnati, Washington, Philadelphia, New York and Boston.

Bus Lines:

Bus lines connect Pensacola with Mobile, Fairhope, Daphne, Flomaton, Ala., and with Molino and Milton, Fla.

Steamship Service:

There are no passenger steamship lines running out of Pensacola with the exception of a weekly service to Carabelle and intermediate points.

Steamship sailings can be obtained however, at Mobile for Tampa, New York, Cuba, Mexico, Central and South Americas and almost any part of the world.

Highways:

The County has fine concrete highways to Flomaton, Ala., to the north; to the west, to the Alabama State Line on the road to Mobile; and to Fort Barrancas, the Naval Air Station, and Gulf Beach, on the south.

The roads to the north connect with roads through Alabama and the Mid-West. The Spanish Trail to Jacksonville connects at Marianna, Tallahassee and Lake City with the main highways to North and South Florida.

LXI. RECREATION

Boating:

Escambia Bay, Big Lagoon and the open Gulf are all available for boating and yachting.

There is always a good breeze, usually "full sail", with smooth, choppy or rough waters to sail on, on Lagoon, Bay or Gulf as the "skipper" may elect. A stretch of one hundred miles from Pensacola, through Santa Rosa Sound and Choctawhatchee Bay, lies protected from the Gulf by Santa Rosa Island and East Pass Peninsula.

For canoeists and oarsmen, many bayous, creeks and rivers are at hand.

Pensacola has a good yacht club with a membership of 150, 20% of whom are boat owners. The club is a member of the Southern Yachting Association and is an entrant in the annual "Fish Class" Lipton Cup Regatta.

Fishing:

Fishing is good all through the year along the Gulf Coast and nowhere is it any better than at Pensacola. The great variety of waters in this locality, open Gulf, deep bays, shallow lagoons, narrow long bayous, inlets, creeks, passes and rivers, make a habitat for every known variety of Gulf fish.

There is deep sea fishing for red snapper, grouper and jew-fish in the Gulf; trolling for king mackerel, red fish, bonita, barracuda, tuna, etc., in the Gulf; tarpon in the Passes and casting on the Gulf beaches for pompano; and still fishing in the bay for red fish, red snapper, trout, sheepshead, black snapper, flounder, jacks, grunts and panfish. There is also fine casting from the shore and boats in the bays, inlets and lagoons for bluefish, trout, redfish, robalo, jacks and other varieties.

The flats abound with crabs and flounders, and a favorite sport is "jack lighting" and spearing flounders at night.

For the expert in throwing the cast net, the shallow waters are full of shrimp, herring and mullet, waiting to be circled.

The striped bass (Rockfish) and the sturgeon are sometimes caught in the estuaries.

In the fresh water lakes, rivers, brooks, ponds, etc., all kinds of fresh water fish, brim, bass, perch, shell crackers, etc., are plentiful and there are a few green trout in the north county streams.

Casting into the Gulf surf with light rod, white line and "sand flea bait," is a type of fishing that would appeal very strongly to the beach and surf fisherman of Newport, Montauk and the Jersey Coast.

Two concerns at the head of Palafox Street Wharf furnish bait, boats and guides for all kinds of river, bay and Gulf fishing. There are fourteen boats of all sizes available, at from \$8.00 to \$30.00 per day, including guides and bait. The prices vary according to the size of the boat, the distance and the waters fished. The fishing is at its best in June, July and August, but is good all the year.

Hunting:

The back country abounds with doves and quail (Southern Partridge). A few wild turkeys still haunt the northern swamps, while deer and an occasional bear may be met with.

The rivers, bayous and bays are the winter homes of many varieties of duck and water-fowl from the North.

Bathing:

All forms of bathing desired are at hand: The quiet waters of the bayous, the chop of the bay and the surf of the Gulf.

The city maintains two bathing beaches with floats, springboards, etc. One is on Bayou Texar at Bay View Park and the other on Pensacola Bay at Sanders Beach. At the end of the County concrete road to the Gulf are bathing pavilion accommodations for all. The climate is such that bathing may be enjoyed for nine months of the year. The Gulf Beach at Pensacola is by far the most perfect beach in Florida from many points of view. It is broad and gently sloping. Its sand is as white as sugar and though soft and pleasant to lie upon, it is yet so firm as to crunch like snow when walked upon. The beach is entirely clean and free from drift and the surf is high and tumbling.

Driving:

For the motorists, concrete and hard surfaced roads run to Flomaton, Ala., on the north; to the Osceola Country Club, on the Mobile Road; and to the Pensacola Country Club; the Naval Air Station; Fort Barrancas; the old Spanish forts; and to the Gulf Beach and Interarity Point, on the south.

Old dirt roads all over the County, are ideal for horseback riding.

The "Old Spanish Trail", now a modern, hardsurfaced road, is open practically all of the way from Jacksonville, through Pensacola, to San Diego, Cal. The secondary county roads are of sand and clay and offer pleasant drives, winding through valleys and over hills, among beautiful trees, and along scenic rivers and creeks.

Golf:

The Gulf Coast has sixteen golf clubs and courses, with a total of 252 holes. Of these, Pensacola has two clubs whose combined courses comprise 27 holes; the Pensacola Country Club, on Pensacola Bay, 18 holes; and the Osceola Country Club, on the Mobile Road, 9 holes.

In the immediate vicinity of Pensacola there is also the Seminole Club, with 9 holes, just across the Perdido River, in Alabama; the Chicago Country

Club, with 9 holes, at Valparaiso; the Fairhope Country Club, with 9 holes, on Mobile Bay; and the De Funiak Springs Country Club, with 9 holes.

Tennis:

Pensacola has five public tennis courts scattered over the city, and several private courts. The Navy and Army have their own courts at the Air Station and Fort Barrancas.

When we sum up the natural sports and recreations offered by Pensacola and compare them with those offered by other tourist communities throughout the entire Gulf Coast and South Florida, we feel sure that Pensacola is equal to the best in these respects.

LXII. HOTELS AND ACCOMMODATIONS

Outside of Pensacola's lack of proper advertising and placing of herself before the public eye as a playground for the tourist, the principal reason for her failure to attract the tourist is because of a great lack of accommodations and artificial amusement.

The entire Mississippi Coast from Pascagoula to Bay St. Louis, is one continuous line of hotels, boarding houses and private seaside homes. To estimate the total number of rooms thus available is difficult, but we do know that in large and well known hotels, alone, this district offers adequate accommodations. Biloxi, of course, leads the field. A list of accommodations provided by the above mentioned hotels for the entire Gulf Coast is as follows:

<u>City</u>	<u>People Accommodated</u>
Bay St. Louis	200
Mississippi City	225
Pine Hills	300
Pass Christian	595
Gulfport	910
Biloxi	2,770
Pascagoula	50
Fairhope	172
Mary Esther	70
Florosa	164
Camp Walton	450
St. Andrew	75
Panama City	610

To list the accommodations offered by the South Florida resorts is an endless task. Nevertheless, every one knows that there are accommodations available for countless thousands.

Pensacola, on the other hand, does not have a single hotel of the distinctly resort type. The San Carlos, which is Pensacola's best hotel, is a first class hostelry and must not be deprecated. It is large and well appointed and with its 500 rooms offers fine service to all of its guests. Still, we must not lose sight of the fact that this hotel is in the heart of a commercial and industrial city and serves the city's commercial needs rather than the tourists! Tourist hotels belong on the water or removed from the noise and flurry of the business district. Such hotels must offer both restfulness and amusement.

The rates charged throughout the Gulf Coast section are reasonable and by reason of this fact much of the travel now going to South Florida, where rates are high and prices are exorbitant, can easily be diverted to the Gulf Coast.

LXIII. DURATION OF SEASON

In the Gulf Coast section west of Pensacola the Winter season consists of four to five months and the Summer season of two months. In the section east of Pensacola the season's duration is six Summer months. Pensacola, located in the center, with exactly the same climatic conditions, should take advantage of these overlapping seasons and have practically an all year round tourist trade.

LXIV. PENSACOLA AS A CONVENTION CITY

Pensacola is an ideal city for conventions. A large up-to-date hotel with spacious ballroom, and large hall at the old Armory, the High School and the Y. M. C. A. provide sufficient seating capacity for gatherings of any usual size.

LXV. CONCLUSIONS

Briefly, Pensacola has every reason to expect as good tourist business as any Gulf Coast city or town. She has all of the natural advantages offered by any and far more than offered by most.

What Pensacola must do, if she would enter this field, is to enlist the

support of her railroads and other agencies and broadcast to the entire country the fact that she is in the market and show them what she has to offer.

Having properly advertised herself, she must then interest private capital in the construction of fine hotels and accommodations. She must also make the most of her fine Gulf Beach by improving it with hotel accommodations, cottages, casinos, amusements, etc.

APPENDIX

AVERAGES AND EXTREMES FOR PERIOD 1879 - 1926.

Month	TEMPERATURE				RELATIVE HUMIDITY Per Cent.		PRECIPITATION			WIND						AVERAGE NUMBER OF DAYS												
	Mean Maximum	Mean Minimum	Normal based on records 1880-1921	Extremes			Mean 7 a.m. S	Mean noon S	Mean 7 p.m. H	Normal based on records 1880 - 1906	Greatest in 24 hours	Date	Snowfall	Per cent. possible sunshine	Average hourly velocity	Prevailing direction	Highest			Clear	Partly cloudy	Cloudy	With precipitation (0.01 inch or more)	Thunderstorms ‡	Dense fog ‡	Maximum temperature 90° or above.	Minimum temperature 32° or below.	
				Highest	Lowest	Date											Velocity	Direction	Date									
January	60.1	45.8	52.5	79	8, 1890	14	6, 1924	82	72	78	4.04	3.52	3-4, 1881	A	56	13.8	N.	65 N.W.	16, 1924	2	9	10	12	10	1	3	0	3
February	62.1	48.1	55.2	78	17, 1883	7	13, 1899	81	73	77	4.49	5.05	7, 1881	0.1	57	14.0	N.	60 S.	17, 1910	2	9	8	11	10	3	3	0	2
March	67.2	54.0	60.3	87	27, 1910	24	1, 1920	81	71	76	5.36	8.32	9-10, '13	T	63	14.2	S.E.	78 S.	29, 1924	2	11	10	10	9	3	3	0	0
April	73.1	60.4	66.7	92	29, 1887	34	2, 1881	80	71	79	3.16	8.91	10, 1919	T	68	13.6	S.	74 S.W.	4, 1923	2	12	10	8	7	4	1	0	0
May	79.9	67.1	73.9	94	30, 1921	44	4, 1921	78	73	77	2.68	5.63	7-8, 1915	0	72	12.4	S.	76 S.E.	11, 1912	1	14	11	6	8	6	0	0	0
June	85.3	73.5	79.3	101	30, 1894	55	1, 1889	79	71	79	4.87	10.70	28-29, '87	0	73	11.3	S.W.	66 S.	13, 1916	2	10	13	7	10	11	0	3	0
July	86.8	74.7	81.0	103	12, 1901	62	20, 1923	82	71	80	7.27	5.01	7, 1896	0	68	11.0	S.W.	104 S.E.	5, 1916	1	8	14	9	14	14	0	5	0
August	87.0	74.6	80.9	99	16, 1918	62	25, 1891	83	71	80	7.16	9.60	3, 1919	0	68	10.4	S.W.	80 S.E.	11, 1911	2	9	14	8	14	14	0	5	0
September	84.8	71.7	78.0	102	5, 1925	49	30, 1920	82	67	77	5.23	8.56	19-20, '26	0	75	11.8	N.E.	116 E.	20, 1926	2	13	10	7	9	7	0	2	0
October	76.9	62.3	69.9	95	8, 1884	35	29, 1910	78	66	72	4.08	7.30	16-17, '23	0	71	12.9	N.E.	120 W.	18, 1916	1	16	7	8	7	2	0	0	0
November	67.9	52.6	60.2	81	2, 1882	25	30, 1911	79	67	75	3.74	7.66	13-14, '14	0	65	13.0	N.E.	62 S.E.	27, 1914	1	14	8	8	7	1	1	0	0
December	61.8	46.9	54.0	77	14, 1921	14	29, 1894	82	72	79	4.17	4.32	21-22, '11	A	51	13.6	N.	80 S.E.	20, 1911	2	11	8	12	10	2	2	0	2
Year	74.4	61.0	67.7					81	70	77	56.25			0.1	66	12.7	N.E.		20	136	123	106	115	68	13	15	7	

§ For period 1888 - 1926 §§ For period 1918 - 1926. || For periods 1889 - 1898, 1913 - 1926. + For period 1909 - 1926
‡ For period 1894 - 1926. A Less than 0.1 inch * Estimated

APPENDIX

MONTHLY AND ANNUAL MEAN TEMPERATURE.

Year	Jan.	Feb	Mar	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual
1879	...	...	...	...	...	...	...	...	...	...	61.8	58.2	
1880	60.2	58.2	65.7	69.4	74.8	80.2	80.8	80.5	76.0	67.2	55.7	51.5	68.4
1881	49.0	54.4	56.8	63.9	76.2	82.3	83.2	82.0	79.0	74.2	61.0	58.8	68.4
1882	60.3	59.5	65.0	71.2	73.0	80.2	79.4	79.4	75.8	71.9	59.8	51.0	68.9
1883	54.8	61.4	58.6	69.4	73.0	80.4	83.1	82.1	78.0	74.0	62.0	58.0	69.6
1884	46.6	59.8	63.3	66.8	75.0	77.2	81.5	81.0	80.2	74.6	58.2	56.2	68.4
1885	51.0	50.9	55.2	67.7	73.6	81.4	82.1	82.0	78.8	65.0	57.0	50.7	66.3
1886	46.2	51.8	58.2	65.4	74.4	81.1	81.0	82.0	79.6	69.8	58.4	52.0	66.7
1887	48.7	63.4	60.3	67.4	76.1	79.2	82.2	81.6	77.6	68.2	60.6	53.4	68.2
1888	55.9	59.0	59.5	68.5	72.6	78.4	82.2	79.9	76.1	69.0	60.0	52.2	67.8
1889	52.7	51.9	58.8	67.8	71.4	77.2	80.8	79.2	77.3	67.2	58.6	62.0	67.1
1890	62.8	63.0	58.8	68.4	72.8	79.6	80.1	80.0	76.9	68.1	62.8	54.5	69.0
1891	50.7	60.6	59.4	66.2	72.0	80.4	79.8	80.6	77.0	66.8	58.8	55.0	67.3
1892	48.7	58.9	56.8	67.0	73.4	79.2	79.4	80.2	76.8	69.6	60.3	53.8	67.0
1893	47.6	59.2	58.4	69.7	74.3	79.4	82.0	81.0	78.7	68.2	59.6	56.8	67.9
1894	56.8	54.1	61.8	69.2	73.3	78.5	79.0	79.6	78.5	69.4	59.0	56.0	67.9
1895	50.5	44.6	59.2	65.6	73.0	78.8	80.5	80.8	80.6	68.1	58.7	50.7	66.0
1896	50.6	53.8	58.5	68.6	76.6	79.2	81.1	82.7	78.1	69.3	63.3	52.6	67.9
1897	49.6	56.8	66.3	66.4	71.7	81.0	82.7	80.2	77.8	72.3	62.4	56.2	68.6
1898	56.4	53.2	63.7	64.0	74.8	81.0	80.9	80.0	79.0	67.4	57.7	51.6	67.5
1899	51.9	49.0	61.6	65.7	77.3	81.5	81.0	81.9	77.0	70.8	62.6	53.2	67.8
1900	51.3	52.5	59.8	66.5	74.6	78.4	81.0	82.4	80.7	73.9	62.0	55.2	68.2
1901	53.2	52.3	59.0	63.2	73.4	80.0	82.3	81.0	77.8	69.4	57.4	50.4	66.6
1902	51.6	49.2	61.1	66.2	77.2	81.6	82.0	82.6	77.7	69.0	64.2	53.8	68.0
1903	50.5	55.6	62.6	65.2	71.3	75.8	81.0	82.4	76.4	68.6	58.1	49.9	66.4
1904	49.8	56.8	62.8	65.7	72.7	79.4	79.4	79.6	80.5	71.9	59.4	53.6	67.7
1905	47.1	49.8	63.2	67.1	76.8	80.8	80.6	80.5	79.8	69.0	62.3	50.5	67.3
1906	51.1	52.0	57.0	66.6	72.0	80.6	80.7	82.1	80.2	66.4	63.6	57.4	67.5
1907	60.5	57.2	68.8	64.6	73.2	77.8	81.0	80.6	78.4	69.5	58.6	53.3	68.6
1908	51.4	51.6	66.0	72.2	74.2	79.1	80.8	81.0	76.8	65.6	62.0	58.4	68.3
1909	56.6	56.2	62.8	66.5	71.4	80.0	81.5	81.1	77.8	69.8	64.4	50.2	68.2
1910	52.8	52.4	64.4	65.8	72.0	77.3	79.6	81.1	79.4	71.0	59.3	50.6	67.1
1911	57.2	60.6	63.8	68.1	74.8	81.4	79.6	80.5	81.7	73.1	58.3	57.4	69.7
1912	49.0	49.4	59.2	67.5	74.6	76.8	80.4	80.1	78.8	71.3	57.3	55.2	66.6
1913	58.0	54.0	60.3	65.6	72.8	77.4	81.0	81.3	75.9	66.6	61.6	54.8	67.4
1914	54.1	52.7	55.2	67.4	74.2	82.2	81.6	80.4	76.4	68.8	59.3	50.8	66.9
1915	51.0	53.4	53.1	66.0	75.8	81.2	81.8	81.2	79.6	71.2	63.1	51.8	67.7
1916	58.2	53.9	59.6	65.4	75.3	79.1	79.0	81.0	76.8	69.6	60.4	55.2	67.8
1917	58.2	54.0	62.2	66.1	69.1	77.4	80.0	79.6	75.4	63.8	57.0	48.5	65.9
1918	47.4	59.8	65.0	63.6	73.2	80.1	79.4	79.9	74.3	73.5	59.4	55.4	67.6
1919	50.1	53.6	61.4	65.0	71.7	78.4	80.0	80.1	77.8	77.4	64.5	56.3	67.9
1920	55.0	52.5	56.8	65.8	72.9	78.4	79.6	79.2	78.6	69.0	56.2	51.7	66.3
1921	56.0	55.6	65.8	65.0	71.0	80.0	80.6	81.2	81.5	68.4	64.2	58.3	69.0
1922	54.2	59.6	60.6	69.2	73.4	79.5	79.6	79.7	78.0	69.4	63.4	60.4	68.9
1923	58.8	54.4	59.3	66.4	71.4	77.1	78.2	78.8	79.1	67.5	58.0	59.5	67.4
1924	48.6	53.0	56.0	65.9	71.0	79.3	80.2	82.8	75.8	68.6	62.0	54.8	66.5
1925	54.6	57.9	62.2	69.1	72.0	79.0	81.0	80.7	83.0	70.6	58.9	50.9	68.3
1926	50.5	56.6	55.4	64.0	72.0	78.4	80.4	81.0	80.0	71.0	56.1	58.2	67.0
Means	52.9	55.1	60.6	66.8	73.5	79.4	80.5	80.8	78.2	69.7	60.2	54.4	67.7

Figures enclosed indicate greatest and least monthly and annual values

PLATE XXIV

COMPARATIVE TEMPERATURE TABLE
GULF COAST CITIES AND OTHER CITIES OF THE UNITED STATES.

STATIONS	PERIOD OF YEARS COVERED BY RECORDS	AVERAGE ANNUAL RAINFALL IN INCHES	JANUARY				FEBRUARY				MARCH				APRIL				MAY				JUNE			
			Mean	Average of Warmest	Average of Coldest	Highest on Record	Lowest on Record	Mean	Average of Warmest	Average of Coldest	Highest on Record	Lowest on Record	Mean	Average of Warmest	Average of Coldest	Highest on Record	Lowest on Record	Mean	Average of Warmest	Average of Coldest	Highest on Record	Lowest on Record	Mean	Average of Warmest	Average of Coldest	Highest on Record
Pittsburgh, Pa.	33	37	31 44 22 75 12	Below Zero	Below Zero	33 43 21 77 20	Below Zero	39 50 31 80 1	51 57 42 90 14	63 70 57 95 27	71 75 65 98 39															
Columbus, Ohio	25	37	29 44 19 67 20	Below Zero	Below Zero	31 41 19 72 20	Below Zero	39 48 30 79	51 57 47 89 15	63 70 57 96 33	71 75 66 99 41															
Indianapolis, Ind.	32	42	28 45 18 70 25	Below Zero	Below Zero	31 42 20 72 18	Below Zero	40 50 33 82	52 60 46 87 19	64 71 58 96 31	73 77 66 100 39															
Springfield, Ill.	25	39	26 44 17 66 22	Below Zero	Below Zero	31 43 19 72 21	Below Zero	40 47 34 84 2	54 60 49 88 19	63 70 58 92 34	72 76 67 98 40															
Kansas City, Mo.	16	37	30 35 22 68 17	Below Zero	Below Zero	29 37 19 76 22	Below Zero	41 48 34 88 2	56 61 52 90 22	65 70 60 90 36	74 79 71 100 48															
Des Moines, Ia.	25	33	20 36 7 64 30	Below Zero	Below Zero	23 36 14 70 24	Below Zero	35 43 28 88 8	51 56 45 90 11	61 68 54 94 28	74 66 101 37															
Minneapolis, Minn.	13	28	15 24 4 51 26	Below Zero	Below Zero	15 23 8 64 33	Below Zero	29 26 17 76 12	47 53 40 86 12	58 64 52 92 28	68 73 64 96 36															
Wichita, Kan.	16	30	32 37 28 72 14	Below Zero	Below Zero	32 40 21 79 22	Below Zero	44 49 38 91 3	57 64 53 98 21	66 72 62 95 34	74 79 69 104 44															
Helena, Mont.	24	13	19 31 5 63 42	Below Zero	Below Zero	22 35 5 65 41	Below Zero	32 41 21 72 20	44 49 37 82 6	52 60 47 89 22	59 66 54 102 31															
Pensacola, Fla.	24	57	52 63 46 79 15			56 63 45 78 7		60 66 55 83 25	67 71 63 92 34	74 77 71 93 44	80 82 77 101 55															
Mobile, Ala.	45	62	52 62 44 78 11			54 62 44 80		60 69 52 91 25	67 72 62 90 32	74 77 70 98 44	80 84 76 101 50															
New Orleans, La.	33	57	54 65 46 82 15			57 66 45 82 7		63 69 58 84 30	69 72 65 88 38	75 79 73 94 52	80 85 77 98 58															
GULF COAST		59	53 63 45 80 11			56 64 45 82 7		61 68 55 91 25	68 72 63 92 32	74 78 71 98 44	80 84 77 101 50															

AUTHORITY: U.S. Department of Agriculture, Weather Bureau.

AUTHORITY: U.S. Department of Agriculture, Weather Bureau.

APPENDIX

COMPARATIVE TEMPERATURE TABLE
GULF COAST CITIES AND OTHER CITIES OF THE UNITED STATES.

STATIONS	JULY				AUGUST				SEPTEMBER				OCTOBER				NOVEMBER				DECEMBER			
	Temperature		Temperature		Temperature		Temperature		Temperature		Temperature		Temperature		Temperature		Temperature		Temperature		Temperature			
	Mean	Average of Warmest	Average of Coldest	Highest on Record	Mean	Average of Warmest	Average of Coldest	Highest on Record	Lowest on Record	Mean	Average of Warmest	Average of Coldest	Highest on Record	Lowest on Record	Mean	Average of Warmest	Average of Coldest	Highest on Record	Lowest on Record	Mean	Average of Warmest	Average of Coldest	Highest on Record	Lowest on Record
Pittsburg, Pa.	75 80	70 103	49	72 77	59 100	45	67 77	59 102	35	54 60	46 91	27	42 51	35 79	4	34 43	25 73	9	Below Zero	34 43	25 73	9	Below Zero	
Columbus, Ohio	75 80	70 104	50	73 78	70 98	32	66 74	61 98	32	55 62	48 90	20	42 50	33 77	5	Below Zero	33 45	25 67	12	Below Zero	33 45	25 67	12	Below Zero
Indianapolis, Ind.	76 82	72 106	48	74 79	70 101	46	67 74	60 98	30	55 63	48 87	22	42 50	31 76	5	Below Zero	33 47	23 68	15	Below Zero	33 47	23 68	15	Below Zero
Springfield, Ill.	76 80	71 107	49	74 80	71 100	48	67 73	62 99	31	55 63	50 91	20	41 49	32 77	4	33 44	25 67	14	Below Zero	33 44	25 67	14	Below Zero	
Kansas City, Mo.	78 87	72 106	54	76 80	73 103	46	69 77	63 101	35	58 64	53 91	26	43 50	39 79	4	34 46	27 70	13	Below Zero	34 46	27 70	13	Below Zero	
Des Moines, Ia.	75 84	69 109	48	73 79	70 103	40	65 74	60 99	26	54 60	48 91	14	37 46	29 76	10	Below Zero	26 40	18 69	20	Below Zero	26 40	18 69	20	Below Zero
Minneapolis, Minn.	72 77	66 102	44	70 77	65 99	42	62 68	57 96	29	50 58	45 86	8	31 41	23 73	13	Below Zero	20 30	13 54	27	Below Zero	20 30	13 54	27	Below Zero
Wichita, Kan.	79 85	75 105	53	78 82	75 106	45	70 75	65 104	34	60 64	55 95	26	44 51	39 83	7	36 46	28 74	10	Below Zero	36 46	28 74	10	Below Zero	
Helena, Mont.	67 71	62 103	36	66 71	61 98	34	56 63	50 90	20	46 51	38 80	3	32 41	18 71	22	Below Zero	25 36	7 58	40	Below Zero	25 36	7 58	40	Below Zero
Pensacola, Fla.	81 83	79 103	64	81 83	79 97	62	78 81	76 95	54	70 75	65 95	38	60 64	56 81	28	54 62	50 76	14		54 62	50 76	14		
Mobile, Ala.	82 85	79 102	64	81 84	78 101	57	78 82	73 97	48	68 78	63 95	34	60 65	54 83	25	52 61	44 80	14		52 61	44 80	14		
New Orleans, La.	82 84	79 102	67	82 84	79 99	63	79 82	76 96	55	70 75	66 91	40	61 66	56 85	29	56 64	48 81	20		56 64	48 81	20		
GULF COAST	82 84	79 103	64	81 84	79 101	57	78 82	75 95	52	69 76	65 95	34	60 65	55 85	25	54 62	47 81	14		54 62	47 81	14		

AUTHORITY: U. S. Department of Agriculture, Weather Bureau

ANNUAL KILLING FROST DATA

APPENDIX

Year	Last in Spring	First in Autumn	Year	Last in Spring	First in Autumn
1880	None	Nov. 16	1905	Feb. 16	Dec. 5
1881	Mar. 23	Nov. 25	1906	Jan. 24	Dec. 23
1882	Feb. 1	Nov. 29	1907	None	None
1883	Jan. 24	Dec. 16	1908	Feb. 21	None
1884	Feb. 29	Dec. 19	1909	Feb. 1*	Dec. 21
1885	Mar. 23	Dec. 11	1910	Feb. 19	Dec. 1
1886	Apr. 6	Nov. 18	1911	Feb. 23	Nov. 25
1887	Feb. 28	Nov. 21	1912	Feb. 22	Nov. 28
1888	Feb. 28	Nov. 28	1913	None	None
1889	Feb. 7	Nov. 19	1914	Mar. 13	Nov. 20*
1890	Mar. 16	Dec. 9	1915	None	Dec. 3
1891	Apr. 6	Nov. 18	1916	Feb. 15	Nov. 16
1892	Mar. 20	Dec. 23	1917	Mar. 5*	Dec. 9
1893	Mar. 5	Dec. 4	1918	Jan. 23	Dec. 26
1894	Mar. 30	Nov. 12	1919	Jan. 5*	Dec. 15
1895	Mar. 3	Dec. 4	1920	Mar. 7	Nov. 17
1896	Feb. 18	Dec. 5	1921	None	None
1897	Feb. 28	Dec. 5	1922	Feb. 8	None
1898	Feb. 22	Oct. 27	1923	Feb. 19	None
1899	Mar. 8	Dec. 5	1924	Jan. 22*	None
1900	Feb. 19	None	1925	Mar. 3	Dec. 23
1901	Mar. 6	Dec. 15	1926	Mar. 14	None
1902	Feb. 18	Dec. 27			
1903	Feb. 18	Nov. 19			
1904	Feb. 12	Dec. 18			
			AVERAGE	Feb. 18	Dec. 7

*Killing freeze, no frost deposit.

APPENDIX

MONTHLY AND ANNUAL PRECIPITATION

Year	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Annual
1879	....	...	...	...	...	...	...	...	...	...	1.53	2.17	...
1880	0.95	3.19	5.99	3.78	5.85	2.75	7.39	4.68	11.54	7.08	5.86	2.24	61.30
1881	7.49	8.99	3.80	4.53	1.40	4.27	5.59	18.52	8.47	4.93	7.27	10.76	86.02
1882	3.31	4.67	3.07	4.27	3.51	3.95	7.02	18.39	8.49	5.05	4.16	6.12	72.01
1883	9.97	2.12	3.26	6.74	7.47	9.36	3.29	8.75	0.32	1.91	3.06	5.30	61.55
1884	3.69	3.43	5.75	5.67	6.64	7.84	8.79	2.07	4.83	2.43	5.16	5.60	61.90
1885	8.12	3.20	4.54	5.49	1.42	3.98	2.41	11.74	5.50	2.38	11.07	4.72	64.57
1886	5.30	2.18	13.37	6.83	0.75	7.67	8.85	8.82	1.29	0.20	2.76	4.13	62.15
1887	3.66	3.42	2.25	0.95	1.84	14.11	4.96	3.42	4.64	5.52	0.65	6.89	52.31
1888	4.14	6.86	8.90	1.60	4.81	7.42	2.20	9.58	4.78	2.49	4.71	4.42	61.91
1889	6.46	3.03	5.99	0.94	2.06	4.04	10.78	6.95	4.70	1.79	5.82	0.18	52.74
1890	0.65	2.03	2.89	1.34	3.14	2.21	13.68	3.89	6.98	7.76	0.69	1.76	47.02
1891	4.18	3.39	6.94	1.65	2.25	2.57	5.59	0.72	1.50	0.04	3.88	2.87	35.58
1892	8.72	0.53	2.47	0.42	0.19	3.55	11.48	8.74	1.72	1.28	2.94	1.98	44.02
1893	2.26	3.63	3.88	2.54	3.07	4.16	4.12	6.34	6.48	4.67	2.53	1.25	44.93
1894	2.92	9.22	7.52	1.73	2.57	0.87	6.17	13.67	4.11	3.06	0.70	1.45	53.99
1895	3.12	2.48	6.69	7.16	6.28	7.08	5.33	7.48	1.41	2.67	1.27	4.33	55.30
1896	2.98	2.22	6.97	1.14	2.81	12.46	11.76	5.87	1.63	6.86	4.59	2.09	62.14
1897	0.74	10.26	2.31	3.08	1.26	2.03	2.19	5.67	2.35	1.33	3.61	2.86	40.69
1898	1.75	5.97	3.01	1.68	0.04	2.88	4.84	18.58	17.93	4.74	6.73	4.05	72.20
1899	2.72	3.86	6.42	0.74	2.00	5.04	7.59	10.49	0.91	2.05	4.99	6.05	52.86
1900	2.47	8.19	6.65	4.19	1.01	11.79	10.71	2.54	3.18	10.90	1.45	7.74	70.82
1901	3.18	3.44	6.77	7.45	5.50	0.27	6.74	6.53	3.76	3.21	1.22	4.05	52.12
1902	0.63	5.74	8.06	1.55	1.75	1.41	2.01	3.16	8.04	2.69	2.91	3.59	41.54
1903	6.37	8.31	6.36	0.10	2.24	3.28	8.07	2.73	0.47	6.00	11.46	3.49	58.88
1904	3.47	2.20	1.45	1.08	1.03	2.58	9.75	10.54	0.29	0.19	3.82	6.72	43.12
1905	6.39	4.86	3.15	3.38	5.27	0.93	5.02	9.71	9.23	5.60	1.70	7.41	62.65
1906	2.98	2.90	6.66	0.64	1.74	2.41	4.47	1.61	16.48	3.83	0.63	2.70	47.05
1907	4.05	3.86	1.04	8.97	5.33	0.94	9.20	3.90	14.51	0.83	3.39	11.06	67.08
1908	5.86	3.96	3.85	2.32	2.42	4.38	6.82	3.66	4.83	0.93	0.67	2.31	42.01
1909	1.71	4.40	2.73	4.17	3.87	6.03	4.54	11.77	2.25	8.13	0.88	8.55	59.03
1910	1.06	6.57	1.82	1.03	2.50	6.26	7.98	4.79	2.57	3.94	2.15	5.22	45.89
1911	1.80	0.38	2.95	9.96	2.12	3.74	2.65	7.21	2.60	8.63	3.98	8.70	54.72
1912	4.96	5.64	10.41	11.02	3.71	4.09	6.26	5.24	9.97	8.62	3.75	4.19	77.86
1913	2.17	5.85	11.09	4.55	2.08	3.77	7.96	5.02	13.71	0.99	2.19	2.22	61.60
1914	1.30	4.85	3.64	1.10	0.09	3.57	2.82	8.23	11.93	1.06	13.53	3.73	55.85
1915	8.31	3.30	3.87	0.06	9.92	5.34	3.41	7.10	1.55	7.80	2.65	4.93	58.24
1916	1.72	2.17	0.53	4.34	5.42	4.70	17.90	6.53	2.58	1.32	3.01	9.48	59.70
1917	5.21	3.08	2.62	2.14	5.93	3.74	3.96	9.47	10.23	0.75	1.11	3.73	51.97
1918	5.53	2.02	0.32	3.90	1.15	2.39	6.02	14.79	3.30	8.09	4.58	6.25	68.34
1919	5.94	12.53	2.96	11.72	4.47	2.24	7.74	16.69	0.76	8.73	2.68	4.15	80.61
1920	5.51	3.18	1.31	8.63	4.81	4.39	6.74	11.56	12.53	2.27	3.08	5.58	69.59
1921	1.67	2.16	6.21	4.45	2.57	0.40	6.07	3.29	2.28	2.20	2.46	4.51	38.27
1922	4.62	2.93	6.01	0.39	9.74	1.74	7.51	11.61	1.94	6.58	0.72	6.02	59.81
1923	3.07	4.95	4.99	6.56	7.70	12.71	7.28	9.59	1.66	14.66	3.03	1.26	77.46
1924	7.82	3.34	2.87	4.26	2.14	7.11	8.40	1.92	4.90	0.49	0.17	5.69	49.11
1925	6.10	2.73	0.40	1.02	2.38	3.35	8.14	2.90	1.23	3.37	7.78	2.03	41.43
1926	7.69	4.29	6.89	4.55	2.75	1.05	5.26	15.24	9.09	5.41	3.80	1.35	67.37
Means	4.14	4.32	4.78	3.95	3.38	4.53	6.75	7.91	5.44	4.16	3.60	4.54	57.50

Figures enclosed indicate greatest and least monthly and annual values.

PLATE XXV

EXCESSIVE PRECIPITATION

Maximum Amounts in Inches		Inch an Hour or Over									
X		*									
Month		5 Minutes	10 Minutes	15 Minutes	30 Minutes	1 Hour	2 Hours	Amount	Duration, Hours and Minutes	Day	Year
January	-----	0.45	0.71	0.80	1.07	1.64	2.58	2.47	1.44	28	1903
February	-----	0.61	0.94	0.96	1.30	1.48	1.84	1.35	0.32	2	1926
March	-----	0.59	0.97	1.19	1.55	3.01	3.98	4.50	3.16	31	1899
April	-----	0.64	1.15	1.49	2.10	3.10	4.38	7.68	3.29	10	1919
May	-----	0.57	1.01	1.31	1.97	2.43	2.62	2.25	0.41	7	1915
June	-----	0.46	0.79	1.10	1.72	2.23	2.43	1.80	0.33	13	1916
July	-----	0.53	0.87	1.20	2.17	3.33	3.96	3.87	1.25	26	1907
August	-----	0.60	1.13	1.27	1.90	3.01	4.71	8.24	4.00	3	1919
September	-----	0.57	0.99	1.36	2.25	3.73	6.14	6.25	2.06	29	1906
October	-----	0.78	1.55	2.27	3.63	4.27	4.82	4.22	0.55	20	1909
November	-----	0.65	1.16	1.64	2.20	3.17	5.03	4.89	1.39	2	1903
December	-----	0.62	0.92	1.04	1.17	1.59	2.15	1.59	1.00	2	1905

X For Period 1903 to 1926. * For Period 1889 to 1926.

APPENDIX

WIND MOVEMENT (1918-1926)

Average Hourly Velocity From—

Month	North	Northeast	East	Southeast	South	Southwest	West	Northwest
January	14.0	12.6	12.7	15.6	15.9	13.8	13.7	13.8
February	13.5	12.1	11.4	14.2	14.3	14.4	12.8	14.8
March	14.5	12.7	12.5	16.9	15.1	14.9	11.8	15.2
April	13.2	12.1	11.4	16.2	14.3	13.9	10.5	13.4
May	11.1	11.7	12.4	13.8	12.5	13.9	9.0	11.2
June	8.4	8.3	10.0	11.0	11.0	14.4	9.6	9.6
July	8.8	9.0	9.1	10.3	10.6	13.7	9.8	10.4
August	8.3	9.1	10.4	10.5	10.7	12.4	8.8	9.1
September	10.5	11.4	12.7	13.1	11.0	10.6	8.2	9.1
October	12.6	12.6	13.2	14.7	11.8	12.4	9.7	11.8
November	13.4	12.3	12.6	14.6	14.1	12.9	13.6	14.1
December	14.0	12.7	12.5	14.5	15.3	13.8	13.9	13.9
Mean	11.9	11.4	11.7	13.8	13.0	13.4	11.0	12.2
1926	11.7	12.5	12.3	14.6	13.6	14.6	11.5	13.0

WIND DIRECTION (1918-1926)

Percentage of Hours From—

Month	North	Northeast	East	Southeast	South	Southwest	West	Northwest
January	20	19	15	9	14	7	9	7
February	18	13	10	13	14	12	11	9
March	18	13	12	17	16	10	8	6
April	15	9	8	17	22	13	9	7
May	12	10	11	12	21	16	11	7
June	9	6	10	11	20	19	18	7
July	10	6	8	7	17	19	24	9
August	10	9	12	9	19	17	17	7
September	13	19	18	10	17	9	9	5
October	14	20	23	14	14	5	6	4
November	21	22	17	10	9	5	8	8
December	18	17	13	10	14	9	9	10
Winter	{ Mean 1926	16 13	13 15	11 7	14 15	9 8	10 13	8 12
Spring	{ Mean 1926	11 9	10 15	15 10	20 17	13 10	9 13	7 9
Summer	{ Mean 1926	7 9	10 10	9 8	18 23	18 18	20 14	8 7
Fall	{ Mean 1926	20 18	20 15	11 14	13 13	6 3	8 6	6 8

APPENDIX

SCHOOL BUDGET FOR YEAR 1926-1927

Teachers' salaries.....	\$105,000.00
Pavement and sewerage.....	1,000.00
Repairs and buildings.....	5,000.00
Furniture and apparatus.....	5,000.00
Insurance	4,000.00
Rent	500.00
Janitors	7,500.00
Fuel	3,500.00
Transportation	15,000.00
Incidentals for schools.....	4,500.00
Salary Superintendent	4,800.00
New buildings	11,000.00
Traveling expenses—Supt.	250.00
Salary and mileage of Board.....	2,000.00
Commission of Collectors.....	2,000.00
Incidentals of Board and Supt.....	4,500.00
Printing	500.00
Teachers' examinations	100.00
County line pupils.....	750.00
Vocational work	750.00
Summer schools	1,500.00
Home Demonstration Agent.....	300.00
Rural Supervisor	1,800.00
J. M. Tate Teacherage.....	270.00
Current Interest	500.00
Time Warrants	10,000.00
Interest on Coupons.....	10,557.50
Traveling Expenses—Rural Supt.....	500.00
Emergency Fund	2,500.00
Total.....	<hr/> \$206,557.50

APPENDIX

LIST OF HOSPITALS, MEDICAL INSTITUTIONS AND HOMES IN PENSACOLA

1. Children's Home Society.
2. Widows' and Orphans' Home.
3. Escambia Emergency Home.
4. Women's Home.
5. Viola Edwards' Home (Colored).
6. Naval Hospital (U. S. Navy).
7. Pensacola Hospital.

Denomination—Catholic.

Cost—\$300,000.00.

Capacity—108 Adult Beds and 17 Nursery Beds.

Daily Average—60 Patients.

No Charity Ward, but 300 taken care of free of charge in 1926 by aid of Kiwanis Clinic, Social Club, Volunteers of America and the Florida Home for Friendless Children.

Hospital receives no city, county or state aid.

Very anxious for isolation building for contagious diseases.

APPENDIX

LIST OF PERSONNEL AND EQUIPMENT PENSACOLA POLICE AND FIRE DEPARTMENT

POLICE DEPARTMENT

Personnel

- 1 Chief.
- 1 Assistant Chief.
- 2 Captains.
- 1 Clerk.
- 3 Desk Sergeants.
- 3 Turnkeys.
- 3 Mounted Officers.
- 3 Motor Cycle Officers.
- 3 Traffic Officers.
- 13 Patrolmen.
- 4 Special Officers (Plain Clothes)
- 1 Brake Inspector.
- 1 License Inspector.

Equipment

- 1 Patrol Wagon.
- 1 Jail House.

FIRE DEPARTMENT

Personnel

- 1 Chief.
- 1 Assistant Chief.
- 1 Second Assistant Chief.
- 12 Captains.
- 40 Firemen.

Equipment

- 1 1,000-Gallon Pumper.
- 1 750-Gallon Pumper.
- 1 75-Foot Aerial.
- 1 City Service Truck.
- 4 Combination Hose and Chemical Trucks.
- 5 Stations.
- 46 Alarm Boxes.

APPENDIX

AVERAGE FOOD AND COMMODITY PRICES.
PENSACOLA COMPARED WITH OTHER CITIES.
FIGURES FOR ALL CITIES, EXCEPT PENSACOLA, TAKEN FROM U. S. GOVT. REPORTS.

	PENSACOLA	MOBILE	JACKSONVILLE	LOS ANGELES	HOUSTON	CHICAGO	NEW YORK CITY	PHILADELPHIA	PORTLAND, ORE.	SAVANNAH	SAN FRANCISCO
Sirloin Steak	.38	.34 $\frac{1}{2}$	.36	.37	.35	.45	.44	.54 $\frac{1}{2}$	.29 $\frac{1}{2}$	.34 $\frac{1}{2}$	.33
Round Steak	.35	.34	.32	.30	.33	.36	.42	.41	.27	.27	.29 $\frac{1}{2}$
Rib Roast	.33	.29	.29	.30	.27	.35	.38	.36	.25	.27 $\frac{1}{2}$	.30 $\frac{1}{2}$
Chuck Roast	.22	.24	.20	.21	.21	.25	.25	.26	.19	.18	.20
Plate Beef	.13	.18	.13	.15	.18	.15	.19 $\frac{1}{2}$	.13	.14	.15	.16
Pork Chops	.33	.38	.35	.43	.36	.39	.39	.40	.38	.33	.43 $\frac{1}{2}$
Bacon - Sliced	.36	.48	.46	.56	.48	.52	.49	.47	.55	.45	.60 $\frac{1}{2}$
Ham - Sliced	.48	.52	.53	.70	.55	.58	.61	.60 $\frac{1}{2}$	.57	.47	.64 $\frac{1}{2}$
Lamb, leg of	.45	.40	.37	.36	.34	.37	.36	.39 $\frac{1}{2}$	.36	.40	.36
Hens	.30	.38	.39	.45	.35	.39	.40 $\frac{1}{2}$	.41	.37	.35	.45
Salmon - Canned Red	.34	.32	.34	.31	.32	.37	.30	.29 $\frac{1}{2}$	.35 $\frac{1}{2}$	.33	.31
Milk - Fresh	.14	.18 $\frac{1}{2}$	.23	.15	.16	.14	.15	.13	.12 $\frac{1}{2}$	.17	.14
Milk Evaporated	.10	.11 $\frac{1}{2}$	.12	.10	.11 $\frac{1}{2}$	.11	.11	.11 $\frac{1}{2}$	.10 $\frac{1}{2}$	.11	.10
Butter	.50	.61 $\frac{1}{2}$	.60	.56	.56	.58	.60 $\frac{1}{2}$	.62 $\frac{1}{2}$	.56 $\frac{1}{2}$	.60	.57 $\frac{1}{2}$
Oleomargarine(AllButterSubs)	.25	.29	.31	.30	.29	.27	.30	.31	.30	.35	.31
Cheese	.37	.38 $\frac{1}{2}$	.37	.39	.35	.42	.38	.40	.38	.36 $\frac{1}{2}$	.40
Lard	.13	.19	.22	.21	.21	.20	.20	.19	.22 $\frac{1}{2}$	.20	.24
Vegetable Lard Substitute	.20	.20	.22	.25	.16	.27	.26	.26	.29	.17	.28 $\frac{1}{2}$
Eggs, Strictly Fresh	.25	.32	.42	.35	.32	.49	.54	.46 $\frac{1}{2}$	.37 $\frac{1}{2}$	.37	.35 $\frac{1}{2}$
Eggs, Storage		.35			.30	.34	.42	.38			
Bread	.10	.10	.11	.09	.09	.10	.10	.09 $\frac{1}{2}$	.09 $\frac{1}{2}$	.11	.09 $\frac{1}{2}$
Flour	.05 $\frac{1}{2}$	.06	.07	.05 $\frac{1}{2}$	.05 $\frac{1}{2}$	.05 $\frac{1}{2}$	.05 $\frac{1}{2}$	.05 $\frac{1}{2}$	.05	.06 $\frac{1}{2}$	.06
Grnmeal	.04 $\frac{1}{2}$	.04	.04	.05 $\frac{1}{2}$	.04	.07	.06 $\frac{1}{2}$	.05	.05 $\frac{1}{2}$	.03 $\frac{1}{2}$	.06 $\frac{1}{2}$

APPENDIX

AVERAGE FOOD AND COMMODITY PRICES.
PENSACOLA COMPARED WITH OTHER CITIES.
FIGURES FOR ALL CITIES, EXCEPT PENSACOLA, TAKEN FROM U. S. GOVT. REPORTS
(Continued from preceding page)

	PENSACOLA	MOBILE	JACKSONVILLE	LOS ANGELES	HOUSTON	CHICAGO	NEW YORK CITY	PHILADELPHIA	PORTLAND, ORE.	SAVANNAH	SAN FRANCISCO
Rolled Oats	.10	.08 ¹ / ₂	.09	.10	.09	.09	.09	.09	.10 ¹ / ₂	.09	.10
Corn Flakes	.10	.11	.11	.10	.11 ¹ / ₂	.10	.10	.10	.11 ¹ / ₂	.10	.10
Wheat Cereal	.25	.25	.24 ¹ / ₂	.25	.25 ¹ / ₂	.25 ¹ / ₂	.24	.25	.26 ¹ / ₂	.24	.25
Macaroni	.20	.21	.19	.18	.18	.19 ¹ / ₂	.21	.21	.18 ¹ / ₂	.18	.16 ¹ / ₂
Rice	.06 ¹ / ₂	.10	.09	.10	.09	.11 ¹ / ₂	.10	.11 ¹ / ₂	.10	.10	.11 ¹ / ₂
Beans Navy	.08	.09	.10	.09	.09	.09 ¹ / ₂	.10	.09	.09	.10	.09 ¹ / ₂
Potatoes	.04	.05	.05	.04 ¹ / ₂	.05	.03 ¹ / ₂	.04	.04 ¹ / ₂	.03	.04 ¹ / ₂	.04
Onions	.07 ¹ / ₂	.06	.07	.06	.07	.06	.05 ¹ / ₂	.05 ¹ / ₂	.05	.07	.05 ¹ / ₂
Cabbage	.05	.04 ¹ / ₂	.05	.04 ¹ / ₂	.04 ¹ / ₂	.06	.06	.05 ¹ / ₂	.04 ¹ / ₂	.04 ¹ / ₂	.04 ¹ / ₂
Beans - Baked	.10	.11	.11	.11 ¹ / ₂	.11	.13	.10 ¹ / ₂	.11	.13	.12 ¹ / ₂	.13 ¹ / ₂
Corn - Canned	.10	.18	.17	.16	.14	.17	.14 ¹ / ₂	.14 ¹ / ₂	.19 ¹ / ₂	.14 ¹ / ₂	.18 ¹ / ₂
Peas - Canned	.15	.17	.18	.17	.13 ¹ / ₂	.17	.15	.15 ¹ / ₂	.19	.17 ¹ / ₂	.18 ¹ / ₂
Tomatoes - Canned	.10	.11	.11	.15	.11 ¹ / ₂	.13 ¹ / ₂	.11 ¹ / ₂	.12 ¹ / ₂	.16 ¹ / ₂	.10	.15
Sugar - Granulated	.07	.07 ¹ / ₂	.08	.07	.07	.07	.07	.07	.07	.07	.07 ¹ / ₂
Tea	.75	.79	.98	.75	.84	.74	.65 ¹ / ₂	.69 ¹ / ₂	.77 ¹ / ₂	.82	.72
Coffee	.35	.50	.49	.52	.43	.50	.46	.44	.53	.47	.53 ¹ / ₂
Prunes	.13	.15	.15	.15	.16	.18	.14	.13 ¹ / ₂	.10	.14	.14
Raisins	.13	.14	.15	.13	.14	.15	.14	.13 ¹ / ₂	.13 ¹ / ₂	.14 ¹ / ₂	.13
Bananas	.24	.23	.30	.11	.28	.38	.39 ¹ / ₂	.31 ¹ / ₂	.13	.29	.31
Oranges	.40	.39	.30	.47	.46	.52	.50 ¹ / ₂	.44 ¹ / ₂	.52	.35 ¹ / ₂	.50
Gas	2.00	1.80	1.92	.68 ¹ / ₂	1.05	1.02	1.23	1.00	1.19	1.45	.95
Electricity	.11	.09	.07	.05 ¹ / ₂	.07 ¹ / ₂	.08	.07 ¹ / ₂	.08	.07 ¹ / ₂	.09	.09
Bituminous Coal	10.00	10.12	14.00	16.50	13.50	10.34	14.75	15.79	13.46	13.50	17.11

*Combination of Manf'd. & Natural Gas X Anthracite Coal.

APPENDIX

BIRTHS AND DEATHS (exclusive of still births) with rates per 1,000 population; and infant mortality, in the birth registration area in continental United States, 1926

Area	Number- 1926			Rate per 1000 population				Deaths under 1 year per 1,000 births	
	Births	Deaths		Births		Deaths		1926	1925
		All ages	Under 1 year	1926	1925	1926	1925		
Total a/ States	1,597,903	961,752	116,333	20.1	21.1	12.1	11.7	72.8	71.5
Arizona	8,394	5,554	1,003	18.9	b/	12.5	b/	119.5	b/
California	82,443	58,769	5,187	19.1	20.4	13.6	13.6	62.9	68.7
Connecticut	29,077	18,319	2,101	18.1	18.9	11.4	11.2	72.3	73.3
Delaware	4,199	3,435	390	17.5	19.6	14.3	13.1	92.9	90.5
Florida	34,798	20,090	2,609	26.4	23.3	15.3	13.3	75.0	74.2
Illinois	133,942	85,329	9,295	18.6	19.1	11.8	11.5	69.4	72.5
Indiana	62,788	40,015	4,542	20.1	20.8	12.8	12.5	72.3	67.9
Iowa	44,477	25,194	2,644	18.4	19.7	10.4	10.0	59.4	56.0
Kansas	35,137	19,100	2,293	19.3	20.3	10.5	10.2	65.3	61.7
Kentucky	59,986	29,821	4,568	23.8	25.3	11.8	11.3	76.2	70.5
Maine	16,390	11,355	1,314	20.7	22.2	14.4	13.7	80.2	76.3
Maryland	32,839	22,653	2,853	20.8	21.7	14.3	13.9	86.9	90.0
Michigan	98,782	54,083	7,625	22.5	23.2	12.3	11.5	77.2	75.3
Minnesota	52,451	25,769	3,011	19.8	20.6	9.7	9.7	57.4	60.3
Montana	9,845	5,391	757	14.2	15.2	7.8	7.7	76.9	70.9
Nebraska	27,825	12,450	1,608	20.1	21.3	9.0	9.1	57.8	57.7
New Hampshire	8,721	6,660	678	19.2	20.8	14.7	14.5	77.7	76.2
New Jersey	72,402	44,878	5,075	19.7	20.6	12.2	11.7	70.1	68.0
New York	222,882	151,346	15,662	19.7	20.6	13.4	12.8	70.3	67.6
North Dakota	14,522	5,222	1,003	22.6	22.6	8.1	7.9	69.1	71.6
Ohio	123,688	78,692	9,419	18.7	19.6	11.9	11.4	76.2	69.6
Oregon	14,754	9,810	762	16.8	17.9	11.2	11.2	51.6	51.1
Pennsylvania	207,689	120,538	17,134	21.6	22.7	12.5	12.2	82.5	82.0
Rhode Island	13,592	8,791	1,112	19.6	21.2	12.7	12.1	81.8	72.8
Virginia	57,796	30,818	4,814	22.9	24.6	12.2	11.8	83.3	80.8
Washington	23,970	15,630	1,347	15.6	16.4	10.2	10.1	56.2	56.4
West Virginia	43,936	18,143	3,595	26.3	27.7	10.9	10.5	81.8	79.8
Wisconsin	55,666	30,161	3,844	19.3	20.1	10.5	10.3	69.1	67.2
Wyoming	4,388	1,902	333	18.6	21.1	8.1	8.3	75.9	63.9

a/ Birth registration area exclusive of Arizona, Idaho, Massachusetts, Mississippi, North Carolina, Utah and Vermont for both years. Arizona and Idaho were not in the registration area in 1925. The 1926 data for the remaining 5 States are incomplete.

b/ Not in the registration area in 1925.

PLATE XXVI

APPENDIX

TOTAL BIRTHS AND BIRTH RATE PER 1,000 POPULATION (EXCLUSIVE OF STILLBIRTHS) IN ESCAMBIA COUNTY AND PENSACOLA CITY BY COLOR, 1917-1925

ESCAMBIA COUNTY										PENSACOLA									
Year	Total	Rate	White	Rate	Colored	Rate	Total	Rate	White	Rate	Colored	Rate	Total	Rate	White	Rate	Colored	Rate	
1925	1,113	25.6	881	28.4	232	18.6	693	27.4	546	32.2	147	17.8							
1924	1,101	25.3	837	26.9	264	21.2	727	28.7	543	32.0	184	22.1							
1923	1,080	24.9	818	26.3	262	21.1	717	28.3	529	31.2	188	22.6							
1922	1,113	25.6	854	27.5	259	20.8	721	28.5	536	31.6	185	22.2							
1921	1,119	25.7	856	27.6	263	21.2	744	29.4	557	32.8	187	22.5							
1920	1,103	22.1	866	25.1	237	15.3	761	24.2	578	27.4	183	17.7							
1919	986	20.2	716	21.3	270	17.9	654	21.3	464	22.6	190	18.8							
1918	924	21.5	707	26.2	217	13.7	613	26.3	470	34.7	143	14.5							
1917	878	20.8	652	24.5	226	14.4	537	23.0	387	28.7	150	15.3							

TOTAL DEATHS AND DEATH RATES PER 1,000 POPULATION (EXCLUSIVE OF STILLBIRTHS) IN ESCAMBIA COUNTY AND PENSACOLA CITY BY COLOR, 1917-1925

ESCAMBIA COUNTY										PENSACOLA									
Year	Total	Rate	White	Rate	Colored	Rate	Total	Rate	White	Rate	Colored	Rate	Total	Rate	White	Rate	Colored	Rate	
1925	631	14.5	369	11.9	262	21.0	466	18.4	265	15.6	201	24.1							
1924	698	16.6	423	13.6	275	22.1	494	19.5	286	16.8	208	25.0							
1923	614	14.1	376	12.1	238	19.1	457	18.1	263	15.5	194	23.3							
1922	552	12.7	315	10.1	237	19.0	398	15.7	223	13.1	175	21.0							
1921	542	12.5	318	10.2	224	18.0	408	16.1	230	13.5	178	21.4							
1920	589	11.8	360	10.5	229	14.8	453	14.4	258	12.2	195	18.8							
1919	679	13.9	407	12.1	272	18.0	513	16.7	291	14.2	222	22.0							
1918	975	21.8	624	23.0	351	23.3	688	29.4	399	29.5	289	29.6							
1917	701	16.6	358	13.4	343	22.0	488	21.0	238	17.7	250	25.4							

DEATHS OF INFANTS UNDER ONE YEAR OF AGE PER 1,000 LIVING BIRTHS IN ESCAMBIA COUNTY AND PENSACOLA CITY BY COLOR, 1917-1925

ESCAMBIA COUNTY

PENSACOLA

Year	Total	Rate	White	Rate	Colored	Rate	Total	Rate	White	Rate	Colored	Rate
1925	116	104	74	84	42	181	83	120	52	95	31	210
1924	105	95	70	84	35	132	72	99	45	82	27	147
1923	100	93	59	72	41	156	72	100	39	74	33	175
1922	84	75	50	59	34	131	58	80	30	56	28	151
1921	100	89	67	78	33	125	62	83	40	72	22	107
1920	97	88	62	72	35	104	65	85	35	61	30	164
1919	99	100	55	77	44	163	77	119	37	80	40	210
1918	116	173	67	95	49	226	84	137	45	96	39	273
1917	105	120	65	97	40	154	80	149	52	134	28	186

APPENDIX

DEATHS AND DEATH RATE (PER 100,000 POPULATION) IN ESCAMBIA COUNTY AND PENSACOLA CITY FOR CERTAIN CAUSES, 1925

ESCAMBIA COUNTY

PENSACOLA

Causes	Total	Rate	White	Rate	Col.	Rate	Total	Rate	White	Rate	Col.	Rate
Typhoid	14	32.2	14	45.1	0	0	12	47.4	12	70.7	0	0
Malaria	2	4.6	1	3.2	1	8.0	2	7.9	1	5.9	1	12.0
Diphtheria	2	4.6	2	6.4	0	0	1	4.0	1	5.9	0	0
Dengue Fever	0	0	0	0	0	0	0	0	0	0	0	0
Tuberculosis	38	87.4	13	41.9	25	200.8	25	98.8	9	53.2	16	192.2
Spinal Meningitis	5	11.5	3	9.7	2	16.1	4	15.8	2	11.8	2	24.0
Pneumonia (all forms)	46	105.9	25	80.6	21	168.7	34	134.4	16	94.2	18	216.2
Diarrhoea and Enteritis (two years)	23	52.9	12	38.7	11	88.4	20	79.0	11	63.3	9	108.1
Yellow Fever	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX

BUILDING MATERIAL PRICES DIVISION OF BUILDING AND HOUSING OF BUREAU OF STANDARDS WASHINGTON, D.C. PENSACOLA PRICES COMPARED WITH OTHER UNITED STATES CITIES F.O.B. ON JOB

No. COMMODITIES	UNIT	PENSACOLA	MOBILE	NEW ORLEANS	JACKSONVILLE	HOUSTON	COLUMBUS	DETROIT	LOS ANGELES	SAN FRANCISCO	PHILADELPHIA
1 Common Brick	1000	12.50	13.00	14.00	15.00	23.50	16.50	16.00	12.50	16.50	20.00
2 Portland Cement	Bbl.	2.20	2.20	2.60	2.20	2.40	3.00	2.60	2.66	2.40	2.65
3 Yellow Pine #1	M.	30.00	32.00	44.00	45.00	50.00	47.50	40.00	37.00	32.00	38.00
4 Douglas Fir #1	M.										47.50
5 North Carolina Pine #1	M.							40.00			45.00
6 Common Boards #1	M.	22.50	23.00	53.00	35.00	60.00	50.00	40.00	35.00	30.00	50.00
7 Yellow Pine Flooring-Edge Grain	M.	85.00	90.00	97.00	85.00	100.00	96.00		67.00	60.00	110.00
8 Douglas Fir - V.G. #2	M.										
9 Red Cedar Shingles Ex. Cl.	100 Sq. Ft.	6.50	6.50		6.37	6.00	5.80	5.90		5.00	7.00
10 Cypress Shingles Ex. Cl.	100 " "	6.00	6.00		6.75	7.00					
11 Composition Shingles	100 " "	6.75	6.75		6.00	7.50	6.50	6.50		4.25	
12 Gypsum Plaster Board	1000 " "	42.50	40.00		42.50	40.00	45.00	24.00	40.00	45.00	16.00
13 Lime	Ton	18.00	17.50	17.00		23.50	16.00	14.00	25.00	23.00	
14 Building Sand	Cu. Yd.	3.25	3.00	2.25	3.50	1.50		2.50	1.75	1.40	1.90
15 Crushed Stone, Gravel	" "	4.50	4.00	3.15	3.30	4.00		2.50	2.10	1.70	2.50
16 Wire Nails	Keg	3.00	3.10	2.95	3.95	3.50	3.75	3.00	3.67	4.00	3.65
17 Window Glass	50 Sq. Ft.					4.50	4.50	4.20	4.57	3.75	3.65
18 Hollow Tile, 8 x 12 x 12	Each	.20	.20		.20	.23	.18	.14	.20	.25	.21
19 Cast Iron Soil Pipe	Ton				11.85	104.00	10.47		68.84	62.50	85.00
20 Steel Pipe 1" Galv.	100 Ft.				3.25	11.93	3.50	3.75	11.20	10.10	
21 Reinforcement Bars	100 Lbs.	3.00	3.00	3.10	3.25	3.00	3.50		3.10	4.00	2.75
22 Structural Steel	100 Lbs.	3.25	3.25		3.60	3.75	3.60	4.50	4.30		
23 White Lead	100 Lbs.	15.00	15.00		16.00	14.40	14.00		13.50	13.25	14.00
24 Zinc Oxide	100 Lbs.				19.00	21.00			12.50	17.00	18.50
25 Gypsum Plaster	Ton	18.00	18.00	20.00	17.90	20.00	16.00		14.10	16.70	20.00
26 Linseed Oil	Gallon	1.00	1.00	1.00	1.10	.96	.98		.92	.95	1.15
27 Roofing Slate	100 Sq. Ft.				2.00	2.25	2.50	2.25	3.80	1.80	
28 Tar Paper	Roll-1 Sq.	2.00	2.00		1.50	1.25	1.20		1.90		
29 Rosin Sized Sheathing	Roll-5 Sqs.	1.40	1.20								
INDEX APRIL 1st, 1927	ALL U. S.	149	150	189	164	192	179	179	138	155	190
	167										

APPENDIX

CITY OF PENSACOLA COMPARATIVE BALANCE SHEET CITY FINANCES YEARS 1923-24 WITH YEARS 1925-26

	1923 - 1924	1925 - 1926	DIFFERENCE
	DR.	CR.	DR.
Improvement Bonds	166,668.78	1,335,000.00	CR.
Dock and Belt Line Bonds	2,610,340.88	400,000.00	1,335,000.00
Refunding	85,622.45	250,000.00	400,000.00
Negotiable Notes	319,093.94	101,500.00	250,000.00
1912 Special Improvement Bonds	457,685.74	41,500.00	62,500.00
1918 " "	380,047.67	2,500.00	41,500.00
1920 " "	53,505.90	15,000.00	1,000.00
Certificates of Indebtedness	310,573.96	107,500.00	12,000.00
1921 Special Improvement Bonds	86,960.50	56,000.00	135,000.00
Water Works and City Building Bonds	325,450.94	14,000.00	40,000.00
Bank Accounts	17,530.05		
Real Estate			29,000.00 *
Personal Property			1,500.00 *
Investment Water Works			3,000.00 *
Investment Sewers			27,500.00
Investment Streets			16,000.00 *
Interest and Sinking Fund Improvement			14,000.00 *
Municipal Docks			347,312.15
Paving and Special Improvements 1909			
Delinquent Tax			77,500.00
Special Improvement Bonds 1925			28,954.39 *
Bayview Improvement			39,664.29 *
Fire Department Addition			29,863.58
Improvement Bonds 1925			4,357.25
Special Improvement Bonds 1925			410,000.00
Paving Issue 1925			22,500.00
Sanitary Sewer			84,255.18
Storm Sewer			20,931.07
Water Main Extension			39,489.73
Miscellaneous			20,688.66
Paving Receipts			1,423.00
Surplus			8,585.27
	2,490,480.81	2,642,597.58	152,116.77
	4,813,480.81	4,813,480.81	5,370,682.85

* REDUCED

THESE FIGURES OBTAINED FROM THE OFFICE OF THE COMPTROLLER, PENSACOLA, FLA.

APPENDIX

ESCAMBIA COUNTY

COMPARATIVE BALANCE SHEET SEPT. 30, 1925 and MARCH 31, 1926

ASSETS AND LIABILITIES

	1925	1926
ASSETS		
Balance Cash in all Depositories	\$ 58,218.01	\$ 101,750.77
Uncollected Taxes Current Year		338,214.67
Balance in hands Bond Trustees	<u>549,504.00</u>	<u>478,977.23</u>
TOTALS	\$ 607,722.93	\$ 918,942.67
LIABILITIES		
Warrants outstanding Current Expense		3,214.72
Time Warrants Understanding		95,000.00
Bonds Outstanding	<u>1,842,500.00</u>	<u>1,981,500.00</u>
TOTALS	\$ 1,998,381.39	\$ 2,079,714.72
VALUE OF COUNTY PROPERTY		
Court House	\$ 228,500.00	\$ 228,500.00
Jail	265,000.00	265,000.00
Road Machinery and Tools	10,000.00	15,000.00
Poor House and Farm	25,000.00	25,000.00
Furniture and Fixtures	20,500.00	25,000.00
Other County Property	<u>2,000,000.00</u>	<u>2,000,000.00</u>
TOTALS	\$2,549,000.00	\$ 2,558,500.00

APPENDIX

ESCAMBIA COUNTY SCHOOL DISTRICTS. COMPARATIVE FINANCIAL STATEMENT OF DECEMBER 31, 1925 AND DECEMBER 31, 1926 ASSETS AND LIABILITIES

	1925	1926
<u>Assets.</u>		
<u>GENERAL SCHOOL FUND</u>		
Balance Cash Depositories	\$18,896.87	\$ 11,596.38
Uncollected Taxes	117,845.99	135,961.05
<u>SPECIAL TAX SCHOOL DISTRICT</u>		
Balance Cash Depositories	27,742.72	56,194.27
Uncollected Taxes	19,341.17	150,420.27
<u>GENERAL SCHOOL FUND</u>		
Warrants outstanding Current Expense	\$ 43,347.14	\$ 1,583.14
Time Warrants Outstanding	268,500.00	244,000.00
Notes Outstanding	36,200.00	
<u>SPECIAL TAX SCHOOL DISTRICT</u>		
Warrants Outstanding Current Expense	58.00	4.00
Bonds Outstanding	464,500.00	453,600.00
TOTALS	\$ 183,826.75	\$ 354,171.97
	\$ 812,605.14	\$ 699,187.14
<u>VALUE OF SCHOOL PROPERTY</u>		
<u>GENERAL SCHOOL DISTRICT</u>	1925	1926
School Houses and Lots	\$ 822,735.00	\$ 363,235.00
School Furniture	85,000.00	60,000.00
School Apparatus	10,475.00	7,000.00
Other Property	4,650.00	275.00
<u>SPECIAL SCHOOL DISTRICT</u>		
School Houses and Lots		490,500.00
School Furniture		40,000.00
School Apparatus		4,000.00
Other Property		4,500.00
TOTALS	\$ 922,860.00	\$ 969,510.00

GULF POWER COMPANY DATA

TRANSMISSION LINE

LENGTH: 39.4 miles from Flomaton, Ala., to Pensacola, Fla.

NUMBER OF STRUCTURES: 247.

TYPE OF LINE: From St. No. 1 through No. 115—Std. 110 KV H-Frame, 17 ft. pole spacing, 30 ft. cross arms.
From St. No. 116 to No. 247 Inc.—Std. 110 KV H-Frame high wind construction.
17 ft. pole spacing, 30 ft. cross arms.

Poles 65 ft.—8 in. top dense Southern pine treated with 12 lb. full cell treatment 80/20 oil, pole tops covered with sheet lead cap.

Cross arms 6 in. by 8 in. cross section dense Southern pine treated with 12 lb full cell treatment No. 1 A.R.L.A. oil.

All pole hardware hot dip galvanized.

Every structure side guyed with $\frac{1}{2}$ in. Seimens Martin double galvanized steel strand to concrete ball lug. Storm guys installed every mile.

Poles set to 7 ft. depth.

Telephone drops installed every 2 miles with provision for communication.

Two sectionizing switches installed to divide line in 3 sections for testing.

Switches automatically controlled from Flomaton.

Location on R. of W.—20 ft. to right or West of center line of 100 ft. R. of W.

Size of conductors—No. 4/0 A. C. S. R.

Sagged for Max. tension 3,200 lb, 12 lb wind, no ice, 0° Fah. from St. No. 1 to No. 115.
4,669 lb, 150 mph. wind, no ice, 60° Fah. from St. No. 115 to No. 247.

Size of Carrier current telephone conductors—1/0 Composite Aluminum Steel.

Conductor Insulators—Locke No. 5800—10 in. Disc. Suspension.

Carrier Current Insulators—23 KV OB pin type No. 12852 and Lapp Disc. No. 2094.

No. Insulators units per string—8 for single arm, single susp. structures.

9 for all other structures, except strains which have a double string of 9 each.

Average Span—842 feet.

Placed in Service—December 5, 1926.

APPENDIX

GULF POWER COMPANY

PRIMARY STATION—PENSACOLA, FLA.

LOCATION: On M. S. B. & P. Railroad, near Brentwood Park, and about five miles from the business section of Pensacola.

CAPACITY: Built on unit plan so that additional equipment can be added without any major changes as load increases.

TRANSFORMERS: 3-2000 KVA G. E. Co. 110,000/11,000 volt transformer banks with spare. Maximum peak 2800 K.W.

STRUCTURES: All bus and switch structures of galvanized steel.

SWITCHES: 2 feeder, 400 amp.—1 bus tie, 400 amp. 1 bank, 800 amp.—1 condenser, 800 amp., oil circuit breaker. GE Co. 25 KV Disconnect switches gang operated 22 KV SSE Co.

SWITCH HOUSE: Spanish type—Stucco finish.

CONDENSER: 5,000 KVA full automatic synchronous condenser for voltage control.

OPERATOR HOUSES: 1-5 room and 1-4 room Spanish type, stucco finish with tile roof.

MISCELLANEOUS: Necessary lightning arresters, meters, relays, etc., of the latest type and best quality.

DISTRIBUTION SYSTEM—PENSACOLA DISTRICT

11 KV LINES: 1—Pensacola Loop “A” and “B” line from Primary Substation to Reserve Steam Plant.
1 circuit 250,000 c m copper cable with provision for 2nd circuit.
Total length—11 miles.

2—Pensacola Pine St. Substation to Navy Yard.
1 circuit No. 2 copper conductors.
Length—7 miles.
3—20 miles Rural Lines.

2300 VOLT LINES: About 250 miles of 2300 volt primary and 220/110 volt secondary lines.

SUBSTATIONS: 1—Steam Plant—4500 KVA with spare transformer 11000/2300 volts.
Necessary switching and voltage regulating equipment.
2—Goulding—300 KVA with spare transformer 11000/2300 volts.
3—Water Works—1200 KVA with regulators—11000/2300 volts.
4—Pine St.—450 KVA—11000/2300 volts.
5—Naval Air Station—600 KVA with regulators—11000/2300 volts.
6—About 500 KVA in transformer capacity at various points on 11 KV lines as pole type installations.

RETAIL: Approximately 6000 KVA transformer capacity on retail distribution system.

NOTE: Creosoted poles and double dip galvanized hardware used on all lines.

PENSACOLA RESERVE STEAM PLANT

BOILER CAPACITY:	4—Heinze Horz. tube 200 lb. H.P.	
STEAM TURBINES (ENGINES):	1—Heinze Horz. tube 200 lb. H.P.	
	1—Westinghouse Parson 160 lb. Steam, 28 in. Vacuum, 3600 RPM,	670 H.P.
	1—Westinghouse Parson 160 lb. Steam, 28 in. Vacuum, 3600 RPM,	400 H.P.
	1—Allis-Chalmers 165 lb. Steam, 28 in. Vacuum, 3600 RPM,	2010 H.P.
	1—Corliss Engine 150 lb. Steam, 27 in. Vacuum, 110 RPM,	730 H.P.
GENERATORS:	1—Westinghouse Rev. Field 3600 RPM, 60 cycles, 3 phase, 2300 volt,	500 KW
	1—Westinghouse Rev. Field 3600 RPM, 60 cycles, 3 phase, 2300 volt,	300 KW
	1—Allis-Chalmers 3600 RPM, 60 cycles, 3 phase, 2300 volt,	1500 KW
	1—Crocker Wheeler 110 RPM, DC 600 volt,	546 KW
		Can carry 3200 KW load.

APPENDIX

RESIDENTIAL AND COMMERCIAL LIGHTING RATES
PENSACOLA, FLA.

(Effective May 1, 1927)

1st.....	200 K.W.H. per month @ \$.11 per K.W.H.
Next.....	300 K.W.H. per month @ .09 per K.W.H.
Next.....	350 K.W.H. per month @ .07 per K.W.H.
All over.....	850 K.W.H. per month @ .05 per K.W.H.

Discount—None.

Minimum—\$1.00 per month.

COMBINATION COOKING, HEATING AND LIGHTING RATE
PENSACOLA, FLA.

Available to residential customers using electric ranges
in combination with house lighting and incidental uses.

RATE

\$3.70 per month for first 7 K.W., or fraction thereof, of connected load, entitling the Customer for this payment to use during the month 30 K.W.H. of electric energy; plus

\$1.00 per month for each K.W., or fraction thereof, of connected load in excess of 7 K.W., entitling the Customer for this payment to use during the month 15 K.W.H. of electric energy for each K.W. in excess of 7 K.W.; plus

\$.03 ½ per K.W.H. for the next 150 K.W.H. consumed per month; plus

\$.02 ½ per K.W.H. for energy consumed per month in excess of above stated amounts.

MINIMUM

\$3.70 per month for the first 7 K.W., or fraction thereof, connected load; plus

\$1.00 per month for each K.W., or fraction thereof, of connected load in excess of 7 K.W.

Discount—None.

APPENDIX

SERVICE CLASSIFICATION "H"

A. C. SMALL POWER

2200-550-220-110 VOLTS

TRANSMISSION SYSTEM

AVAILABILITY

Availability for all power purposes to any Customer requiring a capacity of less than 100 kilowatts, when served from the transmission system of the Company.

DELIVERY VOLTAGE

The delivery voltage to the Customer shall be determined by the voltage of the available local distribution lines of the Company and the standard voltage of the secondaries of its transformers for the locality in which the service is to be rendered, but the Company shall not be required to deliver service at a voltage of less than approximately 110 nor more than approximately 2200 volts.

DEMAND CHARGE:

RATE

\$2.00 per month per K.W. of demand, entitling the Customer for this payment to use during the month 20 K.W.H. of energy; plus

ENERGY CHARGE; for K.W.H. in excess of that included above:

3.0 cents per K.W.H. for the next 1,000 K.W.H. consumed per month; plus

2.0 cents per K.W.H. for the next 4,000 K.W.H. consumed per month; plus

1.0 cent per K.W.H. for the next 15,000 K.W.H. consumed per month; plus

.9 cent per K.W.H. for all over 20,000 K.W.H. consumed per month.

DETERMINATION OF DEMAND

The demand shall be determined, at the option of the Company, by inspection or by test, but in no case shall it be less than one (1) kilowatt.

APPENDIX

SERVICE CLASSIFICATION "I"

A. C. INTERMEDIATE POWER

13000-6600-4000-2400-600 VOLTS

TRANSMISSION SYSTEM

AVAILABILITY

Available for all power purposes to any Customer requiring a capacity of 100 kilowatts or more, when served from the transmission system of the Company.

DELIVERY VOLTAGE

The delivery voltage to the Customer shall be determined by the voltage of the available local distribution lines of the Company and the standard voltage of the secondaries of its transformers for the locality in which the service is to be rendered, but the Company shall not be required to deliver service at a voltage of less than approximately 600 nor more than approximately 13,200 volts.

RATE

DEMAND CHARGE

\$2.00 per month per K.W. of demand, entitling the Customer for this payment to use during the month 40 K.W.H. of energy; plus

ENERGY CHARGE; for K.W.H. in excess of that included above:

3.0 cents per K.W.H. for the next 1,000 K.W.H. consumed per month; plus
2.0 cents per K.W.H. for the next 4,000 K.W.H. consumed per month; plus
1.0 cent per K.W.H. for the next 15,000 K.W.H. consumed per month; plus
.9 cent per K.W.H. for the next 30,000 K.W.H. consumed per month; plus
.8 cent per K.W.H. for all over 50,000 K.W.H. consumed per month.

DETERMINATION OF DEMAND

The kilowatt demand shall be based on the Customer's maximum integrated fifteen-minute demand during each service month, provided such demand shall not be less than the demand established during any of the eleven preceding months and in no case shall such demand be less than the capacity required to be maintained.

APPENDIX

SERVICE CLASSIFICATION "E"

RURAL SERVICE

HYDRO SYSTEM

110-220 VOLTS

AVAILABILITY

Available to any customer served by the hydro system over the rural distribution lines of the Company.

The schedule is applicable for lighting, cooking, heating or farm power service, or any combination of these where consumption can be measured by one meter.

The Company reserves the right to determine what rural lines shall be built, and served under this classification.

RATE

SERVICE CHARGE

Customers per Mile

	Over 15	Over 10 and Not More than 15	Over 5 and Not More than 10	5 or Less
First K.W. or fraction thereof.....	\$2.00	\$2.50	\$3.00	\$3.50
Each additional K.W. or fraction thereof.....	1.50	1.50	1.50	1.50

ENERGY CHARGE

5c per K.W.H. for first 50 K.W.H. consumed per month, plus 3c per K.W.H. for all over 50 K.W.H. consumed per month.

GULF POWER COMPANY

OPERATING DATA—PENSACOLA OPERATION

	12 Months Ending 12-31-24	12 Months Ending 12-31-25	12 Months Ending 12-31-26	12 Months Ending 4-30-27
Lighting—Commercial—No. of Customers.....	1,226,446	1,314,241	776	804
Lighting—Commercial—KWH Energy Sales.....			1,384,141	1,446,235
Lighting—Residential—No. of Customers.....	814,252	866,057	4,189	4,298
Lighting—Residential—KWH Energy Sales.....			1,162,550	1,130,823
Range and Incidental—No. of Customers.....	1	49	139	161
Range and Incidental—KWH Energy Sales.....	201	55,920	268,697	342,100
Lighting—Sign and Window—No. of Customers.....	42	42	89	104
Lighting—Sign and Window—KWH Energy Sales.....	97,848	103,398	101,339	102,459
Lighting—Miscellaneous Street—No. of Customers.....	1	1	1	1
Lighting—Miscellaneous Street—KWH Energy Sales.....	3,250	3,250	3,250	3,050
Lighting—Miscellaneous Street—No. Lights Connected.....	9	9	9	9
Lighting—Municipal Streets—No. of Customers.....	1	1	1	1
Lighting—Municipal Streets—No. Lights Connected.....	996	1,008	1,039	1,082
Lighting—Municipal Streets—KWH Energy Sales.....	311,160	286,955	260,463	277,391
Power—General Cust.—No. of Customers.....			248	313
Power—General Cust.—H. P. Connected.....	4,877	5,035	5,222	5,381
Power—General Cust.—KWH Energy Sales.....	3,312,122	3,489,721	3,494,243	4,204,830
Rural Service—No. of Customers.....	0	0	0	59
Rural Service—KWH Energy Sales.....			0	3,347
Miscellaneous Municipal Service—No. of Customers.....	1	1	1	1
Miscellaneous Municipal Service—H.P. Connected.....	120	120	120	120
Miscellaneous Municipal Service—KWH Energy Sales.....	548,104	499,208	507,435	501,585
Total—No. of Customers.....	4,585	4,979	5,444	5,742
Total—KWH Energy Sales.....	6,313,383	6,618,750	7,183,118	8,011,820
Used by Company in Railway Operation—KWH.....	1,507,665	1,496,490	1,396,555	1,341,443
Used by Company in Electrical Operation—KWH.....	33,770	33,790	54,513	76,924
Used by Company in Generating Plant—KWH.....	592,620	720,770	584,380	449,300
Total Energy Sold and Used by Company.....	8,447,438	8,869,800	9,218,566	9,879,487
Total Energy Unaccounted for—KWH.....	1,055,252	824,390	1,099,834	1,348,953
Total Gross Energy Sup. this Oper.—KWH.....	9,502,690	9,694,190	10,318,400	11,228,440

RAILWAY

Miles of Main Line.....	21.50	21.50	21.50	21.50
No. of Car Miles Operated.....	672,303	621,531	547,009	497,820
KWH Energy Supplied.....	1,507,665	1,496,490	1,396,555	1,341,443
No. of Passengers Carried.....	1,435,282	1,370,403	1,282,154	1,158,683

GULF POWER COMPANY

STREET RAILWAY DATA

Length of Route Round Trip	No. of Cars		Schedule Headway	Round Trips Per Day	Time Operated
	Reg.	Peak			
*Belt	1	1	24	46	6:00 A. M.-11:35 P. M.
*East Hill	3	3	12	90	5:10 A. M.-11:50 P. M.
*North Hill	2	2	12	90	5:50 A. M.-11:40 P. M.
*West Hill	1	1	24	45	5:50 A. M.-11:40 P. M.
Bay Shore	1	2	60/45	23	5:15 A. M.- 1:00 A. M.
					6:00 A. M.- 9:00 A. M.
					2:45 P. M.- 7:15 P. M.

PASSENGER FARE SCHEDULE

*City Lines:	
Cash Fare	\$.10
Token .....	.07½ Sold 6 for \$.45
School .....	.04 Sold in books of 10
Weekly Pass	1.25 Good to bearer for unlimited riding on any line
Transfers	Free for other city lines
Bay Shore Line:	
Pensacola to Fort Barrancas	
Cash Fare	\$.20
Round Trip Ticket .....	.30
Commutation Ticket .....	.12½ Sold in books of 10
Workman Ticket .....	.10 Sold in books of 10
School Ticket .....	.07½ Sold in books of 16
Weekly Pass	1.25 Good to bearer for unlimited riding on any line
Pensacola to Big Bayou	
Cash .....	.10
Carry's Lane to Fort Barrancas	
Cash .....	.13
Pensacola to Country Club	
Cash .....	.10
Country Club to Fort Barrancas	
Ticket .....	.07½ Sold in books of 10

APPENDIX

PENSACOLA WATER WORKS

Miles of Mains—1922—4 in. to 16 in., 49 miles.

Miles of Mains—May, 1927—4 in. to 16 in., 55 miles.

Deep Wells—Five 4 in., four 6 in., one 8 in.

Above wells can produce enough water to supply 50,000 people. The source of supply from all indications is unlimited.

No purification—See analysis sheet.

Rates, resident first 20,000.....	\$.30	per M.
20,000 to 100,000.....	.25	per M.
Over 100,000 .....	.12 ½	per M.

Minimum charge \$2.00 per quarter, billed quarterly.

Pressure, regular 60 to 65 lbs. In case of fire, 75 to 80 lbs.

Capacity, 4,500 gallons per minute.

2,360 meters, 1922.

4,500 meters, May, 1927—650 unmetered.

400 Hydrants.

Depth of Wells:

Air Drilled Well 125 ft. to 150 ft.

Electric Drilled Well 175 ft. to 190 ft.

Electric Drilled Well 240 ft.

Wells—Air lift.

Three 10 in. motor driven centrifugal pumps.

The plant at pumping station is located on East De Soto Street, between Gillimard and Tarragona Streets. Adjoining the pumping station are two reservoirs, capacity of same, 1,600,000 gallons. Also an elevated tank located on East De Soto Street, between Eighth and Ninth Avenues. Capacity of same, 100,000 gallons.

Water can be used for auto batteries.

APPENDIX

PUMPAGE—PENSACOLA WATER WORKS

1924	Monthly	Annually
May	89,811,600 gals.	
June	83,504,550 "	
July	84,334,400 "	
August	84,810,660 "	
September	75,710,760 "	
October	79,414,960 "	
November	77,679,100 "	
December	75,208,190 "	
(Eight Months).....		650,474,220 gals.

1925		
January	69,586,730 "	
February	70,892,090 "	
March	80,846,850 "	
April	77,792,990 "	
May	79,164,900 "	
June	76,033,680 "	
July	76,780,150 "	
August	83,330,660 "	
September	78,127,190 "	
October	82,908,650 "	
November	77,787,750 "	
December	87,057,950 "	940,309,590 gals.

1926		
January	90,409,100 "	
February	80,726,000 "	
March	84,002,000 "	
April	97,123,850 "	
May	98,097,550 "	
June	84,458,600 "	
July	87,817,450 "	
August	86,149,350 "	
September	88,040,200 "	
October	86,368,550 "	
November	83,018,110 "	
December	86,995,580 "	1,053,206,340 gals.

1927		
January	113,031,850 "	
February	80,094,400 "	
March	93,606,200 "	
April	85,219,560 "	
(Four Months).....		371,952,010 gals.

APPENDIX

PENSACOLA CITY WATER ANALYSIS

ANALYSIS BY DEARBORN CHEMICAL CO., CHICAGO, ILL., FOR
WEISS, PATTERSON CO.—APRIL 3, 1924

Silica	9.576	Parts	per	Million
Oxides of Iron and Aluminum.....	1.197	"	"	"
Carbonate of Lime.....	3.437	"	"	"
Sulphate of Lime.....	4.036	"	"	"
Carbonate of Magnesia.....	4.087	"	"	"
Chloride of Magnesia.....	Trace	"	"	"
Sodium and Potassium Sulphates.....	Trace	"	"	"
Sodium and Potassium Chlorides.....	17.442	"	"	"
Sodium and Potassium Nitrates.....	Trace	"	"	"
Loss, etc.....	.171	"	"	"
<hr/>				
Total Mineral Solids.....	39.946	"	"	"
Organic Matter.....	Trace	"	"	"
Total Incrusting Solids.....	22.333	"	"	"
Total Non-Incrusting Solids.....	17.613	"	"	"

* * * *

ANALYSIS BY MARGARET D. FOSTER, U. S. GEOLOGICAL SURVEY FOR STATE BOARD OF HEALTH—JUNE, 1925

Chemical analysis of water from drilled well, 200 feet deep, and 10
inches in diameter (City Well No. 1), at Pensacola, Fla.

(Figures Represent Parts per Million)

Silica (SiO ₂).....	9.4
Iron (Fe).....	.06
Calcium (Ca).....	1.1
Magnesium (Mg).....	2.3
Sodium (Na).....	5.3
Potassium (K).....	.6
Bicarbonate radicle (BCO ₃).....	2.9
Sulphate radicle (SO ₄).....	4.1
Chloride radicle (Cl).....	7.8
Nitrate radicle (NO ₃).....	7.2
Total dissolved solids at 180 degrees C.....	41
Total hardness as CaCO ₃ (Calculated).....	12

APPENDIX

PENSACOLA CITY WATER ANALYSIS

The following analysis made by the Florida State Chemist, Newell B. Davis, on March 27, 1925, of three samples of water taken from the upper regions of Escambia County show the same splendid characteristics possessed by Pensacola water. The analysis, prefaced by his observations, follows:

"All of these waters are excellent and comparatively low in total solids. This characteristic seems to be true of the waters from the wells of Escambia County. This is a natural resource that, if many of the counties of Florida had, the world would be told about it."

Sample No. 1: Artesian Well—Depth, 190 Feet

Total Solids.....	114	Parts	per	Million
Volatile matter.....	29	"	"	"
Ca. Mg. Iron, Alumino Oxides.....	31.8	"	"	"
Potash, Sodium, Cl. SO ₄ , etc.....	53.2	"	"	"

Sample No. 2: Artesian Well—Depth, 190 Feet

Total Solids.....	123	Parts	per	Million
Silica	37	"	"	"
Volatile	35	"	"	"
Oxides, Fe., Al., Mg., Ca.....	16	"	"	"
Cl., K., Na., SO ₄	35	"	"	"

Sample No. 3: Artesian Well—180 Feet Deep

Total Solids.....	80	Parts	per	Million
Volatile	22	"	"	"
Non-Volatile (Ca., Mg., etc.).....	58	"	"	"

APPENDIX

PENSACOLA GAS COMPANY CONTROLLED AND MANAGED BY UNITED GAS IMPROVEMENT COMPANY PHILADELPHIA, PA.

Manufactured water gas.

Street mains, 44.01 miles.

1926 B. T. U., 546.

1926 4,370 services in ground.

1926 Maximum day's send-out, 459,200 Cu. Ft.

1926 Domestic, 80.46% ; Industrial, 19.54% of total used.

1926 Consumers—Domestic, 2,914; Industrial, 310.

Gas holder capacity, 260,000 Cu. Ft.

Steam power plant, rated 60 H.P.

Location, Tarragona Street and Cervantes Street.

Capacity of plant, 500,000 Cu. Ft. per day.

Year	Cu. Ft. Sales	Percent Increase	Meters	Percent Increase
1917	50,266,000		2,679	
1918	62,375,000	24.1	3,065	14.3
1919	75,284,000	20.8	3,282	6.7
1920	79,036,000	5.0	3,308	.8
1921	74,773,100	— 4.2	3,251	— .8
1922	71,008,000	— 5.0	3,262	.3
1923	73,009,000	2.8	3,227	— 1.1
1924	77,771,000	6.5	3,318	2.8
1925	77,692,000	— .1	3,422	3.1
1926	88,407,000	13.8	3,503	2.4
4/30/1927	33,007,000		3,508	.4

* * * *

RATE SCHEDULE

First	2,000 Cu. Ft. or any part thereof.....	@	\$2.00	per M.
Next	2,000 Cu. Ft. or any part thereof.....	@	1.90	“ “
Next	5,000 Cu. Ft. or any part thereof.....	@	1.70	“ “
Next	15,000 Cu. Ft. or any part thereof.....	@	1.50	“ “
All in excess of	25,000 Cu. Ft.....	@	1.40	“ “

A discount of 10c per thousand cubic feet will be allowed on current bills, provided gas account is paid in full within 10 days.

WAGE SCALE IN BUILDING TRADES
JUNE 1st, 1927
PENSACOLA COMPARED WITH OTHER UNITED STATES CITIES.

	PENSACOLA	MOBILE	NEW ORLEANS	SP. PETERSBURG	HOUSTON	COLUMBUS	DETROIT	LOS ANGELES	SAN FRANCISCO	PHILADELPHIA	NEW YORK
*Bricklayers	1.50	1.50	1.50	1.50	1.62 $\frac{1}{2}$	1.56 $\frac{1}{2}$	1.57 $\frac{1}{2}$	1.37 $\frac{1}{2}$	1.37 $\frac{1}{2}$	1.62 $\frac{1}{2}$	1.75
Bricklayers Tenders	.50	.50	.85	.50	.75	.90	.90	1.00	.87 $\frac{1}{2}$	1.00	1.12 $\frac{1}{2}$
Carpenters	.50-.85	.65-.85	.90	1.00	1.00	1.12 $\frac{1}{2}$	1.25	1.00	1.12 $\frac{1}{2}$	1.25	1.50
Cement Workers	.50-.85	.75	1.00	1.12 $\frac{1}{2}$	1.25	1.00	1.00	1.00	1.12 $\frac{1}{2}$	1.25	1.50
Electricians	.60-.85	.85	1.15	1.00	1.25	1.10	1.50	1.00	1.12 $\frac{1}{2}$	1.18 $\frac{1}{2}$	1.50
Holisting Engineers	.75	.50-1.00	1.25	1.00	1.06 $\frac{1}{2}$	.90	1.25	.75	1.02 $\frac{1}{2}$	1.25	1.75
Iron Workers	.75	1.00	1.25	1.50	1.25	1.00	1.25	.87 $\frac{1}{2}$	1.12 $\frac{1}{2}$	1.37 $\frac{1}{2}$	1.75
Laborers	.25-.40	.25-.40	.35-.50	.37 $\frac{1}{2}$ -.50	.35-.40	.35-.40	.55-.60	.50	.68 $\frac{3}{4}$	44.5-.50	.90 $\frac{1}{2}$
Lathers - Wood	.75	\$8. per M	1.25	.60	1.50	1.00	1.50	.62 $\frac{1}{2}$	1.06 $\frac{1}{2}$	1.37 $\frac{1}{2}$	1.50
Lathers - Metal			1.25	.70	1.50		1.50	.62 $\frac{1}{2}$	1.06 $\frac{1}{2}$	1.37 $\frac{1}{2}$	1.50
Marble Setters	1.00	1.00	1.25	1.50	1.25	.95	1.35	1.37 $\frac{1}{2}$	1.18 $\frac{3}{4}$	1.50	1.50
Painters	.60-.85	.60-.90	.90	1.00	1.00	1.00	1.00	1.00	1.12 $\frac{1}{2}$	1.05	1.50
*Plasterers	1.25	1.25	1.25	1.37 $\frac{1}{2}$	1.62 $\frac{1}{2}$	1.50	1.62 $\frac{1}{2}$	.62 $\frac{1}{2}$ -.93 $\frac{1}{2}$	1.12 $\frac{1}{2}$	1.75	1.75
Plasterers Tenders	.50	.50	.75	.50	.75	.80	1.00	1.25	.93 $\frac{3}{4}$	1.12 $\frac{1}{2}$	1.22 $\frac{1}{2}$
*Plumbers	1.25	1.25	1.25	1.00	1.50	1.25	1.40	1.12 $\frac{1}{2}$	1.18 $\frac{3}{4}$	1.15	1.50
Roofers - Composition	.75	.80	.40	.50	1.00	.70	.90	1.00	1.00	1.00	1.37 $\frac{1}{2}$
Roofers - Sheet Metal	1.00	1.00	.90	1.00	1.25	1.00	1.00	.87 $\frac{1}{2}$	1.12 $\frac{1}{2}$	1.12 $\frac{1}{2}$	1.50
*Steam Fitters	1.25	1.25	1.05	1.25	1.50	1.25	1.40	1.12 $\frac{1}{2}$	1.18 $\frac{3}{4}$	1.15	1.50
*Masons	1.50	1.50	1.25	1.25	1.50	1.12 $\frac{1}{2}$	1.50	1.37 $\frac{1}{2}$	1.12 $\frac{1}{2}$	1.50	1.75
*Tile Setters	1.25	1.25	1.25	1.25	1.25	1.00	1.25	1.37 $\frac{1}{2}$	1.25	1.50	1.50

* ORGANIZED IN PENSACOLA.

LOUISVILLE & NASHVILLE RAILROAD COMPANY

RULES AND TARIFF OF CHARGES GOVERNING THE USE OF THE COMPANY'S WHARFAGE TERMINAL FACILITIES

AT PENSACOLA, FLA.

1. (See Note 2

The use of the wharves and of the warehouses, elevators, coal chutes, log booms, and other facilities on the wharves, are (with the under-mentioned exceptions), for the handling of traffic to and from vessels operating between Pensacola, Fla., and ports in foreign countries, including the insular possessions of the United States, the Canal Zone of Panama; points in the States of California, Oregon, Washington, and the Territory of Alaska, on the Pacific Coast; points in the State of Texas and the State of Louisiana west of the Mississippi River on the Gulf of Mexico; and points on the west coast of Florida and on the east coast of the United States, except as hereinafter provided.

EXCEPTION:

- (a) Traffic routed via the Muscle Shoals, Birmingham & Pensacola Railway Company and destined to interior points to which the Louisville & Nashville Railroad Company competes.
- (b) Pensacola proper traffic, except as specifically provided for herein.
- (c) Coke other than that transported to Pensacola, Fla., by the Louisville & Nashville Railroad Company.

NOTE 2.

In obedience to order of the Director General of Railroads, insofar as same restricts the handling of export or import traffic which has moved or is to be moved over the line of the Muscle Shoals, Birmingham & Pensacola Railway Company and which restricts the handling of Pensacola proper business over the wharves, docks and export terminals of the Louisville & Nashville Railroad Company is hereby canceled and in lieu thereof it is hereby provided that said company will permit export or import traffic which is moved or is to be moved over the lines of the Muscle Shoals, Birmingham & Pensacola Railway Company and Pensacola proper, export or import traffic likewise is to be handled over the wharves, docks and export terminals of the Louisville & Nashville Railroad Company at Pensacola. The provisions of this note do not apply to Louisville & Nashville Railroad Company coal hoist (tipple) and coal chutes so far as concerns the handling of coke.

2. Vessels desiring berths at the company's wharves will make application to the Agent. No vessel will be allowed to occupy a berth at any of the wharves until so assigned, or to move from one berth to another except as directed by the agent or wharfmaster. Vessels will be assigned suitable berths without discrimination, in the order of application.

3. Vessels will be subject to wharfage charges as follows:

Barges or lighters, three dollars per day or fraction thereof.

Sailing vessels, three-tenths of one (1) cent per net registered ton per day or fraction thereof; minimum charge three dollars per day or fraction thereof.

Steamers and propelled water craft not otherwise specified (except United States Government or pleasure craft), one-half of one (1) cent per net registered ton per day or fraction thereof; minimum charge three dollars per day or fraction thereof.

In making computations Sundays and legal holidays only are excepted. (See Note.)

4. All vessels while on berth must use due diligence in loading or discharging cargoes. They will not be permitted to remain idle on berth if other vessels are awaiting berthage. In no case will a vessel be permitted to remain on berth, for the unloading of inbound cargo or for the loading of outbound cargo, after the expiration of 21 days (Sundays and legal holidays only not included), except at a demurrage charge of \$25.00 per day or fraction of a day, without exception, payable at the end of each day; such payment to be in addition to regular wharfage charges. The demurrage will not be assessed in the event of strikes of dock laborers.

LOUISVILLE & NASHVILLE RAILROAD COMPANY

RULES AND TARIFF OF CHARGES GOVERNING THE USE OF THE COMPANY'S WHARFAGE TERMINAL FACILITIES

AT PENSACOLA, FLA. (Continued)

5. No vessel or lighter while occupying a berth at the wharves will be allowed to take timber or logs from the water, or other freight, or water for ship's use from lighters or other boats, except in cases of emergency, and then only with permission of the agent and upon payment of 5c per stick of timber from the water and 12½ cents per log for logs from the water, \$3.00 per lighter or other boat delivering or receiving lumber or other freight, and \$10.00 per lighter or boat delivering or selling water.
6. Vessels bringing in imported logs intended for movement over this company's lines will be allowed to discharge into the log boom, provided the same is available at the time of the application therefor, and proper assurances are given that arrangements have been made for their ultimate delivery onto cars as soon as the latter are ready to be tendered for loading; imported logs so discharged to be at owner's risk until delivery onto this company's cars.
7. Vessels will be required, when directed by the wharfmaster, to rig in their jib-booms and other projections such as brace bumpkins, davits, anchors, etc., also to cock bill yards projecting below the roof level, so as to occupy as little space as possible, and to move from one berth to another as he may direct.
8. No freight will be allowed to be deposited on these wharves, when for export, except at a time designated by the agent; when imported, except that which is intended for shipment outward via the Louisville & Nashville Railroad Company. Any freight placed on the wharves contrary to this rule, including rejected lumber and timber, and stanchions, will be disposed of without notice.

NOTE: Rule 3 does not apply to vessels loading bunker coal.

APPENDIX

PAYMENT OF CHARGES ON IMPORT AND COASTWISE TRAFFIC

When satisfactory arrangements to such end have, beforehand, been made with this company, it will, for account of importers, shippers or consignees, pay the following charges against imported or coastwise traffic routed over its lines, and bill same against them:

Freight of connecting ocean carriers,
Custom house brokerage fees,
Import customs duty,
Shipping charges accruing at foreign ports of exportation.

Agents, in waybilling, must show on waybills the amounts advanced, and on what account. In the case of ocean freight, they must show the name of the ocean carriers for which the charges are advanced.

ON COMMODITIES IMPORTED FROM ALL FOREIGN COUNTRIES

(Except Canada), including Cuba, the Philippine Islands, Porto Rico, the Hawaiian Islands and the Canal Zone of Panama.

Cancel; for rules governing, see Louisville & Nashville Railroad Company Tariff G. F. O. No. 97-C, I. C. C. No. A-15467, supplements thereto and reissues thereof.

LOUISVILLE & NASHVILLE RAILROAD COMPANY

RULES AND TARIFF OF CHARGES GOVERNING THE USE OF THE COMPANY'S WHARFAGE TERMINAL FACILITIES AT PENSACOLA, FLA. (Continued)

CUSTOM HOUSE BROKERAGE FEES AND WAR REVENUE TAX ON IMPORTED AND COASTWISE TRAFFIC AT PENSACOLA, FLORIDA

On import and coastwise traffic handled through the Port of Pensacola, Fla., the Custom House Brokerage Fees as well as War Revenue Taxes, if paid by the Louisville & Nashville Railroad Company for account of owners as authorized by rule of this tariff, will be billed against the shipment as charges advanced in addition to the freight charges. When such Custom House entries are made by duly authorized representatives of the Louisville & Nashville Railroad Company, the following charges for Custom House Brokerage Fees will be assessed and billed against the shipments as charges advanced in addition to the freight charges:

GROUP No. 1		GROUP No. 2	
Ale, Acids, Aerated Waters.....	10 pkgs. or less.....	Absinthe, in cases.....	25 pkgs. or less.....
Beers, Bags, Burlap, Beans.....	20 pkgs. and over 10	Brandies, Branded Fruits, in cases	50 pkgs and over
Crockery, Coconut Oil, Earthenware	30 pkgs. and over 20	Canned Goods, Champagne, Cordials, in cases.....	100 pkgs. and over
Glass, Glassware, Linoleum.....	40 pkgs. and over 30	Coffee, Gin, in cases; Olive Oil, in cases.....	200 pkgs. and over
Paint, Pickles, Porter, Stout.....	50 pkgs. and over 40	Tea, Vermouth, Whiskey, Wines, Red and White, in cases.....	over 200 pkgs.....
Wines and Liquors, in barrels and casks	75 pkgs. and over 50		
Miscellaneous Traffic.....	over 75 pkgs.....		
GROUP No. 3		GROUP No. 4	
Salt, Cement, Fertilizer Material.....	500 pkgs. or less.....	Articles in bulk.....	100 tons or less.....
Iron and Steel Articles, Fuller's Earth.....	1,000 pkgs and over 500.....		300 tons and over 100 tons.....
Sulphur, Sisal, Ixtle.....	over 1,000 pkgs.....		over 300 tons.....
GROUP No. 5.		Per Custom House Entry.....	
Fruits and Vegetables from Cuba.....		2.00	

- (a) All freight received from one steamship, from one shipper or consigned to one owner and destination will be charged for as one lot.
- (b) WITHDRAWAL ENTRIES. Custom House Brokerage Fee of \$1.00 will be charged for each warehouse withdrawal entry.
- (c) CERTIFICATE OF IMPORTATION. A charge of \$1.25 will be made for each certificate of importation secured from the Collector of Customs upon request of shippers or consignee.

AUTHORITY: Louisville & Nashville Railroad Company.

(TERMINAL ARRANGEMENTS AT PENSACOLA, FLA.—FRISCO LINES (M. S. B. & P. R. R. CO.))

RULES AND TARIFF OF CHARGES GOVERNING USE OF THE COMPANY'S WHARFAGE TERMINAL FACILITIES AT PENSACOLA

WHARFAGE AND HANDLING

ITEM 155—1. The wharves of the M. S. B. & P. R. R. Co. at Pensacola, Fla., are for the purpose of handling export, import and coastwise traffic received from and destined to foreign countries, including the United States Insular possessions, the Canal Zone of Panama and points in the states of California, Oregon and Washington, and the Territory of Alaska on the Pacific Coast, points in the states of Texas and Louisiana (West of the Mississippi River) on the coast of the Gulf of Mexico, points on the West Coast of Florida and on the Atlantic Coast of the United States, and forwarded into or out of Pensacola Fla., via the rails of the M. S. B. & P. R. R. Co.

2. Where rates are not applicable to or from shipside on export, import and coastwise traffic (See Section No. 1) except as hereafter otherwise provided, wharfage and handling charges published in Agent S. H. Glenn's I. C. C. No. A-562, Port Charges Tariff No. 26—A. M. S. B. & P. Tariff No 892-O, supplements thereto and reissues thereof will be added to the rates to and from Pensacola, Fla., on all traffic handled over the wharves of the M. S. B. & P. R. R. Co. in order to effect shipside delivery.

DOCKAGE CHARGES

ITEM 150—A. Persons desiring berths for vessels at the docks of the M. S. B. & P. R. R. Co. will make application to the Agent in writing, or verbally, confirmed in writing, giving name of vessel, approximate date of arrival and prospective information of the class of tonnage to be handled. No vessel will be allowed to occupy berth at any of the docks until so assigned, or to move from one berth to another except as directed by the Agent or Dockmaster. Vessels will be assigned suitable berths without discrimination in order of written application on file with the Agent.

B. All vessels while on berth must use due diligence in loading or discharging cargoes. They will not be permitted to remain idle while on berths, if other vessels are awaiting berthage.

C. Vessels will be required, when directed by the Dockmaster, to rig in their jib-booms and other projections such as brace bumpkins, davits, anchors, etc., also to cock bill yards projecting below the roof level, so as to occupy as little space as possible, and to move from one berth to another as he may direct.

DOCKAGE CHARGES

ITEM 175

All watercraft, except U. S. Government, or pleasure craft, will be subject to dockage charges as follows:

Barges and Lighters, Three Dollars (\$3.00) per days of 24 hours. (See note).

Sailing vessels, Three-tenths of one (1) cent per net registered ton per day of 24 hours. (See note.)

Steamers and other propelled craft, not otherwise specified, except U. S. Government craft, one-half of one (1) cent per net registered ton per 24 hours. (See note.)

NOTE: Any vessel, steamer or other craft, occupying berth for any fractional part of one day, will be charged dockage rates on above basis for a 24-hour period as a minimum.

In making computations, Sundays and legal holidays are excepted only in event of sailing vessels, steamers or other water craft are not engaged in work requiring the use of berth. Where vessel, steamers or other watercraft are engaged in working during Sundays and legal holidays, such time as they are engaged will be computed in arriving at dockage; charges due in accordance with above formula.

Exception: Dockage rates named in this item will not be charged against vessels, steamers or other watercraft loading bunker coal under tipple at Pier No. 1. When vessels, steamers or other watercraft find it necessary to fumigate their ships either before or after taking bunkers, dock charges will not be assessed, but no vessel, steamer or other watercraft will have any preferred rights for this purpose under assigned berthing for taking bunkers if other craft are in waiting, and if such vessel, steamer or other watercraft demands berthage, either before or after taking bunkers, for the purpose of fumigating when other craft is waiting, dockage charges in accordance with the above formula will be assessed, but no vessel, steamer or other watercraft will be allowed in any event to fumigate under any circumstances at Pier No. 1, when to do so will interfere with other craft in waiting to receive or discharge cargoes.

(TERMINAL ARRANGEMENTS AT PENSACOLA, FLA.—FRISCO LINES (M. S. B. & P. R. R. CO.))

RULES AND TARIFF OF CHARGES GOVERNING USE OF THE COMPANY'S WHARFAGE TERMINAL FACILITIES AT PENSACOLA

HANDLING OF IMPORT LOGS

ITEM 185—Vessels bringing in logs intended for movement via the M. S. B. & P. R. R. Co. will be allowed to discharge into the log boom, provided the same is available at the time of the application therefor, and proper assurances are given that arrangements have been made for their ultimate delivery onto cars as soon as the latter are ready to be tendered for loading. Import logs so discharged to be at owner's risk until delivery onto cars.

ADVANCING OF CHARGES OF IMPORT TRAFFIC

ITEM 145—When satisfactory arrangements to such end have, beforehand, been made with the M. S. B. & P. R. R. Co., it will, for account of importers, shippers or consignees, pay the following charges against import or coastwise traffic goods routed over its lines, and bill same against them:

Custom House Brokerage Fees.
Freight or Connecting Carriers.

Import Customs Duty.
Shipping Charges occurring at foreign ports of exportation.

Agents, in waybilling, must show on waybills the amount advanced, and on what account. In the case of Ocean Freight, they must show the name of ocean carriers for which the charges are advanced.

CUSTOM HOUSE BROKERAGE FEES ON IMPORTED TRAFFIC

ITEM 170—On import and coastwise traffic handled through the Port of Pensacola, Fla., the Custom House Brokerage Fee, if paid by the M. S. B. & P. R. R. Co. for account of owner as authorized by rules of this tariff, will be billed against the representatives of the M. S. B. & P. R. R. Co., the following charges for Custom House Brokerage Fees will be assessed and billed against the shipments as charges advanced in addition to the freight charges:

GROUP 1

Acids, Aerated Waters.....	10 packages or less.....	\$1.50
Beans, Burlaps, Bags.....	20 packages and over 10	2.00
Crockery, Coconut Oil.....	30 packages and over 20	2.50
Earthenware	40 packages and over 30	3.00
Glass, Glassware.....	50 packages and over 40	3.50
Linoleum	75 packages and over 50	4.00
Paint, Pickles and Miscellaneous Traffic....	over 75 packages.....	5.00

GROUP 2

Branded Fruit, in Cases.....	25 packages or less.....	\$1.50
Canned Goods, in Cases.....	50 packages and over 25	2.00
Coffee	100 packages and over 50	3.00
Olive Oil, in Cases.....	200 packages and over 100	4.00
Tea	over 200 packages.....	5.00

GROUP 3

Salt, Cement, Fertilizer Materials.....	500 packages or less.....	\$3.00
Iron and Steel Articles, Fuller's Earth	1,000 packages and under 500	4.00
Sulphur, Sisal, Ixtle.....	over 1,000 packages.....	5.00

GROUP 4

Articles in Bulk.....	100 tons or less.....	\$3.00
Articles in Bulk.....	300 tons and over 100 tons....	4.00
Articles in Bulk.....	over 300 tons.....	5.00

GROUP 5

Fruits and Vegetables from Cuba—per Custom House entry.....	\$2.00
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- (a) All freight received from one steamship, from one shipper or consigned to one owner and destination, will be charged for as one lot.
- (b) Withdrawal Entries: Custom House Brokerage Fee of One Dollar (\$1.00) will be charged for each warehouse withdrawal entry.
- (c) Certificates of Importation: A charge of One Dollar and twenty-five cents (\$1.25) will be made for each certificate of importation secured from the Collector of Customs upon request of shipper or consignee.

APPENDIX

PALAFOX STREET WHARF

REFERENCE No. ON MAP: 9.

LOCATION: At foot of Palafox Street.

OWNED BY: The City of Pensacola.

OPERATED BY: The City of Pensacola.

PURPOSE USED: General coastwise freight, fishing boats and Coast Guard.

TYPE OF CONSTRUCTION: Earth fill with pile and timber aprons.

Description	<u>Lower Side</u>		<u>Upper Side</u>		<u>Face</u>
Deck above MWL.....	7	feet	7	feet	7 feet
Dimensions	850	"	850	"	110 "
Depth at MLW.....	8-20	"	8-20	"	20 "
Berth space.....	600	"	500	"	

Capacity per Sq. Ft.: Approximately 800 lbs.

Width of aprons: Approximately 24 feet on each side.

Lighted: Yes.

Transit Sheds: One frame shed and one brick shed rented by E. E. Saunders for operating fish business.

Handling Facilities: None.

Railway Facilities: Railway connections: City tracks open to L. & N. and Frisco.

Tracks on Wharf 2, approximate total of 600 Lin. Ft.

WATER SUPPLY: Connections to city mains.

FIRE PROTECTION: City fire hydrants.

ELECTRIC CURRENT: 115 volts and 230 volts.

REMARKS: This wharf was badly damaged in the storm and has never been repaired. On the upper side, approximately 200 feet of the apron was destroyed, the bulkhead at the end washed away and the earth fill washed out for approximately 50 feet, while the lower side shows a loss of approximately 350 feet of the apron and in places, the bulkhead and fill were destroyed.

APPENDIX

TARPON WHARF

REFERENCE No. ON MAP: 15.

LOCATION: At the foot of Jefferson Street, adjoining the Jefferson Street wharf of the L. & N.

OWNED BY: The City of Pensacola.

OPERATED BY: The Tarpon, Pensacola, St. Andrews & Gulf S. S. Co.

PURPOSE USED: Local coastwise freight.

TYPE CONSTRUCTION: Pile and earth fill.

DESCRIPTION: This wharf is constructed on the good inboard end of an old pier that belonged to the city, the outboard end of which is a mass of broken piles and which, on its upper side, adjoins the right of way of the L. & N.'s Jefferson Street Wharf. It runs approximately 200 feet along this property and has a frontage of 35 feet on the shore line. It has a galvanized iron, wood frame shed covering the entire space mentioned above.

The depth of water ranges from 7 to 25 feet.

Berth space available—200 feet.

No apron.

The transit shed, 200x35, is lighted.

The L. & N. tracks run very close on the upper side.

WATER SUPPLY: Connected to city mains.

FIRE PROTECTION: City fire hydrants.

ELECTRIC CURRENT: 115 volts.

REMARKS: The above described shed is a new one on the old wharf foundation.

APPENDIX

PERDIDO WHARF

REFERENCE No. ON MAP: 2.

LOCATION: West of the Sherrill Terminals Dock.

OWNED BY: Pensacola, Mobile & New Orleans R. R. Co.
(McLaughlin Interests)

OPERATED BY: Not in use.

REMARKS: This wharf was timber bulkhead construction with riprap fill but the recent storm completely destroyed all but the rounded mole of riprap material. The Frisco Lines wish to secure this property.

APPENDIX

FRISCO SYSTEM (M., S., B. & P.) PIER No. 1

REFERENCE No. ON MAP: 7.

LOCATION: At foot of Coyle Street.

OWNED BY: Frisco System.

OPERATED BY: Frisco System.

PURPOSE USED: Bunkering of coal.

TYPE OF CONSTRUCTION: Creosoted pile, partial fill, bulkhead and steel super-structure.

Description	<u>Lower Side</u>		<u>Upper Side</u>		<u>Face</u>	
Deck above MLW.....	9.8	feet	9.8	feet	9.8	feet
Dimensions	600	"	600	"	30	"
Depth at MLW.....	30	"	18-30	"	30	"
Berth space.....	600	"	600	"	30	"
Capacity per Sq. Ft.:	500 lbs..					
Apron width:	None.					
Lighted:	Yes.					
Transit sheds:	None.					
Handling Facilities:	One traveling coal hoist, electrically operated, reach 40 feet. Max. Cap., 600 tons per hour.					
Railway Facilities:	Railway connections: Frisco System. Tracks on wharf, none.					

WATER SUPPLY: Connections to city mains.

FIRE PROTECTION: City mains and pressure.

ELECTRIC CURRENT: 2,300 volts transformed to 115 and 230.

REMARKS: This pier is in excellent condition, practically new, being recently re-built. Located at the east end of the Frisco property.

APPENDIX

FRISCO SYSTEM (M., S., B. & P.) PIER No. 2

REFERENCE No. ON MAP: 6.

LOCATION: At foot of Reus Street, between Piers No. 1 and 3.

OWNED BY: Frisco System.

OPERATED BY: Frisco System.

PURPOSE USED: General cargo, cotton, naval stores and lumber.

TYPE OF CONSTRUCTION: Creosoted piling and timber.

Description	<u>Lower Side</u>		<u>Upper Side</u>		<u>Face</u>	
Deck above MLW.....	9.8 feet		9.8 feet		9.8 feet	
Dimensions	1,200	"	1,200	"	136.5	"
Depth at MLW.....	30	"	30	"	30	"
Berth space.....	1,200	"	1,200	"	136.5	"

Capacity per Sq. Ft.: 500 lbs.

Width of apron: 33 feet.

Lighted: Yes.

Transit shed: One 900x72 ft. floor area, 64,800 Sq. Ft. for 500 lb. capacity, lighted.

Handling Facilities: Several locomotive cranes owned by company available.

Railway Facilities: Railway connections, Frisco. Tracks, one on east two on west aprons. Surface, 1,200 ft. each. One in shed depressed, 900 ft.

WATER SUPPLY: Connections to city mains.

FIRE PROTECTION: City fire plugs in warehouse, 80 lb. pressure.

ELECTRIC CURRENT: 115 volts single phase 60 cycle A. C.

REMARKS: The pier has just been rebuilt and is in excellent condition and the same is true of the shed.

APPENDIX

FRISCO SYSTEM (M., S., B. & P.) PIER No. 3

REFERENCE No. ON MAP: 5.

LOCATION: Between Reus and Devilers Streets, at the west end of the property.

OWNED BY: Frisco System.

OPERATED BY: Frisco System.

PURPOSE USED: Exclusively for lumber and naval stores.

TYPE OF CONSTRUCTION: Creosoted piles and timber.

Description	<u>Lower Side</u>		<u>Upper Side</u>		<u>Face</u>	
Deck above MLW.....	9.8 feet		9.8 feet		9.8 feet	
Dimensions	900	"	900	"	22	"
Depth MLW.....	18-30	"	13-30	"	30	"
Berth space	900	"	900	"	22	"
Capacity per Sq. Ft.:	500 lbs.					
Lighted:	Yes.					
Transit shed:	None.					
Handling Facilities:	Locomotive cranes available.					
Railway Facilities:	Railway connections: Frisco.					
	Tracks on wharf: One 900 ft., surface.					

WATER SUPPLY: Connections to city mains.

FIRE PROTECTION: City fire lines.

ELECTRIC CURRENT: 115 volts for lighting.

REMARKS: This pier has but recently been rebuilt and is in excellent condition.

APPENDIX

CENTRAL OR JEFFERSON STREET WHARF

REFERENCE No. ON MAP: 10.

LOCATION: At foot of Jefferson Street between Commandancia and Palafox wharves.

OWNED BY: The L. & N. Railroad Co.

OPERATED BY: The L. & N. Railroad Co.

PURPOSE USED: For small river and bay boats and handling lumber and naval stores.

TYPE OF CONSTRUCTION: Creosoted piles and wood deck for 180 ft. Earth filled bulkhead for 120 ft.

Description	<u>Lower Side</u>	<u>Upper Side</u>	<u>Face</u>
Deck above MLW.....	8 feet	8 feet	8 feet
Dimensions	180 "	300 "	42 "
Depth at MLW.....	10-28 "	28 "	28 "
Berth space.....	destroyed	300 "	destroyed

(See Tarpon Wharf)

Capacity per Sq. Ft.: 500 lbs.

Lighted: Yes.

Transit shed: None.

Handling Facilities: Locomotive cranes available.

Railway Facilities: Railway connection: L. & N. R. R. Co.

Tracks on wharf: Three; total length, 1,719 feet.

WATER SUPPLY: Connection to city mains.

FIRE PROTECTION: City fire connections; 2 in. hose, 75 lb. pressure; hourly night watchman patrol and electric and steam booster pumps.

ELECTRIC CURRENT: 115 and 230 volts, 3 phase, 60 cycle A. C.

REMARKS: This pier in poor condition except that part of the upper side, about 200 feet, which has been rebuilt.

APPENDIX

COMMANDANCIA STREET WHARF

REFERENCE No. ON MAP: 11.

LOCATION: At foot of Commandancia Street.

OWNED BY: The L. & N. Railroad Co.

OPERATED BY: The L. & N. Railroad Co.

PURPOSE USED:—General cargo, storage general cargo.

TYPE OF CONSTRUCTION: Creosoted pile capped and floored.

Description	<u>Lower Side</u>	<u>Upper Side</u>	<u>Face</u>
Deck above MLW.....	10 feet	16 feet	..... feet
Dimensions	2,065 "	2,065 "	108 "
Depth MLW.....	30 "	30 "	30 "

(Note—The L. & N. claims to dock vessels drawing 30.5 feet)

Berth space.....	1,150 "	1,200 " "
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Capacity per Sq. Ft.: Approximately 800 lbs.

Width of apron: 29 feet.

Lighted: Yes.

Transit shed: One 1,200x50 ft., 120,000 Sq. Ft. space, two stories, pitch 18 and 12 ft. Allowable floor load, first, 1,000 lbs; second, 500 lbs. Lighted.

Handling Facilities: Three electric operated piles in shed.
Three electric operated trucks in shed.

Railway Facilities: Railway connections: L. & N.
Tracks on apron, five; tracks in shed, four. Total track footage, 18,690.

WATER SUPPLY: Connection to city mains.

FIRE PROTECTION: City fire connections, electric and steam booster pumps and hourly watchman patrol.

ELECTRIC CURRENT: 115 and 230 volts, 3 phase, 60 cycle A.C.

REMARKS: Channel leading to pier 150 ft. wide and 3,900 ft. long. This pier has two decks with tracks and aprons on each level, making possible direct loading on either floor. There are also some small pipe lines used for pumping oil cargoes from ships direct into top of tank cars. This pier was damaged by storm but repair work is now under way for complete restoration.

APPENDIX

TARRAGONA STREET PIER

REFERENCE No. ON MAP: 12.

LOCATION: At the foot of Tarragona Street.

OWNED BY: The L. & Railroad Co.

OPERATED BY: The L. & N. Railroad Co.

PURPOSE USED: Bulk and general cargo and storage of same.

TYPE OF CONSTRUCTION: Pile construction on west side and fill behind wood bulkhead on east.

Description	<u>Lower Side</u>	<u>Upper Side</u>	<u>Face</u>
Deck above MLW.....	10 feet	10 feet	10 feet
Dimensions	1,920 “	1,920 “	140 “
Depth at MLW.....	30 “	30 “	30 “

(Note—The L. & N. claim that they dock ships at this pier drawing 30.5 feet)

Berth space.....	1,040 “	1,120 “	140 “
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Capacity per Sq. Ft.: Approximately 800 lbs.

Width of apron: Approximately 25 feet lower side and 75 feet upper side.

Lighted: Yes.

Transit sheds: One: 800x50 ft. offering 40,000 Sq. Ft.
One story, 19 ft. pitch, 500 lb. floor capacity.
Lighted.

Handling Facilities: Three electric operated pilers in shed.
Three electric operated trucks in shed.

Railway Facilities: Railway connections: L. & N.
Tracks: Five on east and one on west aprons; surface.
One elevated on west side. Total, 5,705 Lin. Ft.

WATER SUPPLY: Connection to city main.

FIRE PROTECTION: City fire connections, electric and steam booster pumps, hourly watchman patrol.

ELECTRIC CURRENT: 115 and 230 volts, 3 phase, 60 cycle A. C.

REMARKS: This wharf was damaged by storm but repair work is now under way for complete restoration.

APPENDIX

MUSCOGEE WHARF

REFERENCE No. ON MAP: 14.

LOCATION: At the foot of Muscogee Street.

OWNED BY: The L. & N. Railroad Co.

OPERATED BY: The L. & N. Railroad Co.

PURPOSE USED: Coaling and lumber.

TYPE OF CONSTRUCTION: Old part creosoted, new to be reinforced concrete throughout.

Description	<u>Lower Side</u>	<u>Upper Side</u>	<u>Face</u>
Deck above MLW.....	40 feet	10 feet	10-40 feet
(Note—New concrete to have deck 26 ft. above MLW and to occupy 200x50 ft. south end of west wing)			
Dimensions	2,440 "	2,440 "	120 "
Depth MLW.....	30 "	30 "	30 "
(Note—L. & N. claims to dock ships drawing 30.5 ft.)			
Berth space.....	1,075 " 2 ships	1,250 " 3 ships	90 "
Capacity per Sq. Ft.: 800 lbs.			
Apron width:	25 feet.		
Lighted:	Yes.		
Transit shed:	None.		
Handling Facilities:	The old tipple consisting of two 2½ ton bucket hoists electrically operated on outside fixed tower. This was wrecked during a storm and they are now loading from bottom car dump direct into chutes. New tipple to be car rotor. For lumber there are locomotive cranes available.		
Railway Facilities:	Railway connecting: L. & N. Tracks: Pier proper, three on lower and two on upper level; approach, two lower and one upper level.		

WATER SUPPLY: Connection to city mains.

FIRE PROTECTION: City mains and automatic electric and steam booster pumps.

ELECTRIC CURRENT: 115 and 230 volts for power and light and 2,300 volts for operation of tipple.

REMARKS: Channel to pier 160 feet wide, 3,830 feet long. This pier found to be damaged by storm but extent unable to be determined because of work going ahead on construction of new tipple. Will use old east wing and approach. Foundations for two tipples but only one to be erected at this time.

APPENDIX

SHERRILL TERMINALS COMPANY'S WHARF

REFERENCE No. ON MAP: 3.

LOCATION: At foot of A Street and Club Street.

OWNED BY: The Sherrill Terminals Co.

OPERATED BY: The Sherrill Terminals Co.

PURPOSE USED: Bunkering and unloading oil, kerosene, gas and by-products.

TYPE OF CONSTRUCTION: Pipe line dock, pile construction.

Description	<u>Upper Side</u>	<u>Lower Side</u>	<u>Face</u>
Deck above MLW.....	16 feet	16 feet	16 feet
Dimensions	600 "	600 "	14 "
Depth at MLW.....	28 "	28 "	28 "
Berth space.....	600 "	600 "	14 "
Capacity per Sq. Ft.: Not known, pipe line only.			
Lighted:	Yes.		
Transit shed:	None.		
Handling Facilities:	Pipe, max. cap., 750 bbls per. hr.		
Railroad Facilities:	Railway connecting: Frisco.		
	Tracks on pier: None.		

WATER SUPPLY: None.

FIRE PROTECTION: Chemical extinguishers.

ELECTRIC CURRENT: 115 volts, 3 phase, 60 cycle A. C.

REMARKS: This dock found to be in good condition. Total storage capacity, 6,700,000 gallons. Importing Pure Oil Refinery products from Smith's Bluff, Texas; shipping by tank cars to 30 bulk stations of the Sherrill Oil Co. Outside of Pensacola, in the following states: Mississippi, Alabama, Georgia, Tennessee and South Carolina. They supply heavy grade fuel oil for bunkering and commercial use and light fuel oil for use in Diesel engines.

APPENDIX

BAYLEN STREET WHARF

REFERENCE No. ON MAP: 8.

LOCATION: At the foot of Baylen Street.

OWNED BY: Warren Fish Co. of Baylen Street Dock Co.

OPERATED BY: Warren Fish Co.

PURPOSE USED: Docking boats and packing fish, marine ways for repairs of these boats.

TYPE OF CONSTRUCTION: Partial pile and partial ballast fill. Part on lower side destroyed.

Description	<u>Lower Side</u>	<u>Upper Side</u>	<u>Face</u>
Deck above MLW.....	8 feet	8 feet	8 feet
Dimensions	400 "	900 "	30 "
Depth MLW.....	3-20 "	3-20 "	20 "
Berth space.....	250 "	900 "	30 "
Capacity per Sq. Ft.: 400 lbs.			
Width apron:	None.		
Lighted:	No.		
Railway Facilities:	Railway connecting: Frisco.		
	Tracks on wharf: None.		

WATER SUPPLY: Connection to city main's 2-inch line.

FIRE PROTECTION: City fire connection.

ELECTRIC CURRENT: 115 volts, single phase, 60 cycle A. C.

REMARKS: On the west side of this wharf, about three to four hundred feet from the face, the Warren Fish Co. have ship yard and ways for the maintenance of their boats. On the east side, about eight hundred feet from the face, they have a shed built over the water for storage of private yachts and the custom boats. On the west side, between the face and the ways, a portion of the pile wharf and the ballast construction were washed out by the storm.

APPENDIX

SULLIVAN WHARF

REFERENCE No. ON MAP: 13.

LOCATION: At the east of Tarragona Street Wharf and joining it at the inner end.

OWNED BY: The Sullivan Estates.

OPERATED BY: The Pensacola Lumber Co.

PURPOSE USED: Rafted lumber, timber and ties.

TYPE OF CONSTRUCTION: Riprap. (All the pile bulkhead has been destroyed).

DESCRIPTION: Deck was six feet above MLW, but is not now that height at margin. Did have 18 feet of water, but possibly not that deep now. Unlighted.

RAILWAY FACILITIES: Was connected with L. & N. tracks, but this track has been removed.

WATER SUPPLY: None.

FIRE PROTECTION: City main in rear.

ELECTRIC CURRENT: None.

REMARKS: This is a complete wreck, but is used for the tying up of rafted lumber, timber and ties.

APPENDIX

PENSACOLA SHIPBUILDING COMPANY'S WHARF

REFERENCE No. ON MAP: 1.

LOCATION: North side of Bayou Chico, two miles west of Pensacola.

OWNED BY: Pensacola Shipbuliding Co.

OPERATED BY: Pensacola Shipbuilding Co.

PURPOSE USED: Formerly for shipbuilding, but now as a tie-up for boats being repaired and barges for bridge building.

TYPE OF CONSTRUCTION: Bulkhead earth fill.

DESCRIPTION: Deck above MLW 2.5 feet
Dimensions 3,620 "
Depth at MLW..... 12-15 "
Berth space..... 3,620 "
Capacity per Sq. Ft.: 1,000 lbs.
Lighted: Yes.

HANDLING FACILITIES: Five 15T electric gantry cranes 60-foot reach.
One 25T " " " " "
One 75T " " " " "

(Note—All these cranes are unreaved and out of use).

RAILWAY FACILITIES: Railway connecting: Frisco.

Tracks: One on wharf 300 feet long, but it must be repaired to use.

WATER SUPPLY: Artesian well, 12 inch.

FIRE PROTECTION: City main pressure.

ELECTRIC CURRENT: 110 and 220 volts, 3 phase, 60 cycle.

REMARKS: This plant can again be placed into use as a shipbuilding plant upon short notice, but will require considerable expenditure of money.

APPENDIX

SAUNDERS & COMPANY'S WHARF

REFERENCE No. ON MAP:

LOCATION: On the east side of the foot of Palafox Street Wharf.

OWNED BY: Saunders & Co.

OPERATED BY: Saunders & Co.

PURPOSE USED: Fishing business.

TYPE OF CONSTRUCTION: Earth fill behind wood bulkhead.

DESCRIPTION: This work has just started and the exact size could not be obtained but it is to be approximately one hundred by one hundred fifty feet. On the fill there are to be brick buildings to take care of the firm's business. The wharf is to be used for tying up their fishing boats.

APPENDIX

BRUCE DRYDOCK COMPANY'S WHARF

REFERENCE No. ON MAP: 4.

LOCATION: At foot of Coyle Street.

OWNED BY: Bruce Drydock Co.

OPERATED BY: Bruce Drydock Co.

PURPOSE USED: In connection with ship repair plant.

TYPE OF CONSTRUCTION: Pile and timber.

Description	<u>Main Part Pier</u>	<u>Wing</u>
Deck above MLW.....	10 feet	10 feet
Dimensions	716x30 "	271x30 "
Depth at MLW.....	20 "	20 "
Berth space, approximately.....	450 " "
Apron:	None.	
Lighted:	Yes.	
Transit shed:	None.	
Handling Facilities:	One 15T locomotive crane, 50 ft. reach.	
Railway Facilities:	Railroad connecting: Frisco.	
	Tracks: One 600 ft., but only 400 ft. usable.	

WATER SUPPLY: Connection to city mains.

FIRE PROTECTION: City mains and one underwriter's seawater pump.

ELECTRIC CURRENT: 115 and 230 volts, 3 phase, 60 cycle, A. C. for lighting, power and welding.

REMARKS: This dock also has air line on it for the connection of tools for ship fitting work. This dock is in need of repairs, but the company states that they contemplate doing this in the very near future.

APPENDIX

STEVEDORE RATES—PENSACOLA, FLA.

Mahogany Logs—Boat to Water.....	\$.47	Ton; Water to Cars, 29c Ton
Staves	1.18	"
Handles	1.18	"
Sacked Goods, Flour, etc.....	.60	"
Steel Products, Billets.....		
Bloom Iron, Machinery, etc. (stowed).....	.90	"
Iron, Steel, Bars and Rails.....	.60	"
Barbed Wire.....	.60	"
Cast Iron Pipe.....	.80	"
Soil Pipe.....	1.00	"
Steel Plates under 10 ft.....	.60	"
Steel Plates over 10 ft.....	.60	"
Sugar .....	.60	"
Nitrate of Soda.....	.59	"
Pyrites and Manganese Ore.....	.77	"
Kainit, Potash, Salts, Ballast (Sand or Rock) .....	.59	"
Lumber (South America).....	1.77	M
Lumber (South Africa).....	1.71	M
Timber, from Scows (South America).....	1.77	M
Timber, from Scows (South Africa).....	1.71	M
Timber, from Cars (South America).....	1.77	M
Timber, from Cars (South Africa).....	1.71	M
Timber, from Cars (Europe).....	1.71	M
Cross Ties.....	.06 ½	Each
Cross Ties (Treated).....	.07 ½	"
Cotton, Screwed.....	.23	Bale
Cotton, Hand Stowed.....	.23	"
Cotton, Round Bale.....	.14	"
Flour .....	.60	Bbl.
Rosin and Pitch.....	.52	Ton
Case Goods.....	.77	"
Packing House Products (large).....	.77	"
Packing House Products (small).....	.77	"
Tobacco, Hogsheads.....	.66	Hgd.
Tobacco, Casks.....	.24	Cask
Cement .....	.70	Ton
General Cargo.....	.60	"
Pine Oil, Turpentine, Barrel.....	.29	Bbl.
Paper .....	.83	Ton

Stevedores—Foreman, \$1.00 per hour

Men .70 " " Union.

Supply at Present—250 men. Plenty more available if needed.

NOTE—Items not listed above go in general cargo at 60c ton.

Costs per ton are for tons of 2,240 lbs.

AUTHORITY—M. A. Quina & Co., Stevedores.

APPENDIX

BUNKERING IN THE PORT OF PENSACOLA

Year	COAL		OIL	
	Long Tons	Value	Bbls. of 42 Gals.	Value
1921	138,237	\$1,052,209.25	4,695	\$ 9,828.30
1922	61,383	357,126.54	8,921	13,160.62
1923	108,450	669,730.85	59,537	88,071.85
1924	96,913	541,941.37	19,381	29,294.12
1925	161,980	821,963.50	2,337	4,400.00
1926	123,071	703,275.00	868	1,667.00
*1927	78,035	436,638.00	900	1,800.00
Total	768,069	\$5,050,884.51	96,639	\$148,221.77

*January 1 to June 30, inclusive.

This information taken from the U. S. Customs bunkering reports at the local Custom House.

APPENDIX

MOTOR BOAT AND LAUNCH REPAIR PLANTS

RUNYAN & CO.

Machine shop for the repairs of motor boats, automobiles, and general machine work. This shop is approximately 100x50 feet, two stories and is completely equipped. The company also sells outboard boat motors. The location is in the first block of East Magnolia Street.

PENSACOLA LAUNCH & MACHINE CO.

The company has three ways for handling boats up to 80-foot hulls. There is a small well equipped machine shop and plant for repairs to motors and for other boat work. The building is approximately 50x20 feet and is located on West Cedar Street.

GREEN MACHINE WORKS

Auto and launch repair work is done by this company, which occupies a building about 40x20 feet at the foot of the Baylen Street Wharf.

MARSHALL BOAT WORKS

The plant is located on Bayou Chico, where they build small power boats with hulls up to 100 feet. There is a shed about 150x50 feet with railway from shore line to inside of shed, where the boats are built. They specialize in small pleasure crafts.

WARREN FISH COMPANY

At the foot of Baylen Street Wharf the Warren Fish Company have their own ways and do their own repairs and building.

APPENDIX

AIKEN TOW BOAT AND BARGE COMPANY

This company does harbor and coastwise towing as well as towing to Cuba. They also lighter materials to these points on their own barges and ones which they control. This company's tugs and barges are available for wrecking purposes.

TUGS (STEAM, COVERED)

Operated from Palafox Street Wharf

	Purpose Used			
	All Classes	Harbor	All Classes	All Classes
No. Available.....	1	1	1	1
Length Feet.....	135	53.4	74	93.4
Beam Feet.....	27.5	14	17.5	20.1
Draft Loaded Feet.....	17	7	10.5	11.5
Cargo Capacity.....	none	none	none	none
Indicated H.P.....	1,000	125	225	350

OPEN BARGES OWNED

	Purpose Used						
	All Classes				Harbor Only		
No. Available.. 3	1	1	1	1	1	1	1
Length Feet.... 162	172	170	159	185.5	185	170	
Beam Feet.... 35	35	35	35	35.3	34.3	32.3	
Draft Loaded.. 10	10	10	10	15.5	15.5	8.5	
Cargo Capacity 800 T	900 T	900 T	700 T	1,300 T	1,800 T	500 T	

OPEN BARGES CONTROLLED BUT NOT OWNED

	Purpose Used		
	All Classes		
No. Available	1	1	1
Length Feet.....	174.1	150.2	137.9
Beam Feet.....	36	39.2	31
Draft Loaded.....	17	16	15.5
Cargo Capacity.....	1,200 T	1,200 T	750 T

The company also owns and operates three small barges used for towing and lightering in the harbor and its tributaries.

APPENDIX

MacKENSIE OERTING COMPANY

This company does harbor, river and bay towing and lightering, dealing mostly in lumber.

OWNED BY: MacKensie Oerting Company.

LOCATED: Palafox and Cedar Streets.

IN CHARGE: Capt. Trobock.

TUGS OWNED: One tug 50 gross tons, 200 H.P.

BARGES OWNED: Fifteen barges, totaling 900 gross tons capacity.

APPENDIX

FACILITIES OF L. & N. R. R. AT PENSACOLA

TERMINALS (COALING AND FREIGHT PIERS)

	Coaling	Freight
No. Acres in Terminals.....	10	33
No. Main Tracks.....	1	1
Car Storage Capacity.....	350	495
Total No. Ft. Tracks.....	16,570	42,163
No. Cross-overs.....	4	6
Sq. Ft. Sheds. and Whse. (other than on piers).....	0	0
Open Storage (Acres).....	2½	2

FREIGHT YARDS

Location	Pensacola	Goulding	Frt. Houses
Acres Included.....	30	28	3
No. Main Line Tracks.....	2	2	2
Lin. Ft. Unloading Tracks.....	4,200 (Team)	.....	4,500
Car Storage Capacity.....	450	860	112
Total No. Ft. Track.....	24,450	39,910	11,370
No. Cross-overs.....	7	4	1
No. Sq. Ft. Sheds and Whse.....	.....	.....	32,500
Acres Open Space Storage.....	2	60	1
How Many Tracks to Compress.....	.....	1	.....

PASSENGER STATION

No. main line tracks at Station—Three for making up—Three Stubs.

No. main line tracks entering city—Double from north—Single from east.

LOCATION

Wright and Alcaniz Streets.

SHOP AND ROUNDHOUSE FACILITIES

Nine-stall roundhouse and turn table; carpenter, machine, blacksmith, paint and car repair shops; four cinder pits, coal bin; ten acres land; own water supply and 100,000 capacity storage tanks.

PIERS AND WHARVES

Tarragona Wharf, Commandancia Wharf, Central Wharf and Muscogee Wharf.

For detail information, refer to Pages 45 to 48 of Appendix.

APPENDIX

FACILITIES OF FRISCO SYSTEM

WATER FRONT TERMINAL

Location—Foot of Coyle Street.

No. of Acres.....	49.08	
Main Line Tracks—One Length.....	9,127	feet
Car Storage Capacity.....	140	
Total No. Ft. of Track.....	22,867	feet
Number Cross-overs.....	3	
Warehouses—One shed only.		
Open Storage Acres.....	2	

FREIGHT TERMINALS

Acres Included.....	28.72	
No. Main Line Tracks—One 1.2 miles.		
Unloading Tracks—Nine tracks, 75-car capacity.		
Car Storage Capacity—400 cars.		
Total No. Ft. Tracks.....	29,321	
No. Cross-overs	7	
Sheds and Warehouses—No. Sq. Ft.....	4,400	
Open Storage—Platforms	828	sq. ft.
Auto Dock.....	1,500	sq. ft.
Ground	1	acre
Tracks to Compress—One lead track and one spur.		
Track Scales—50 ft.—150 tons, two sections, Fairbanks Morse with 700 ft. scale track.		

SHOP AND ROUNDHOUSE FACILITIES

Six-stall roundhouse with six open tracks; storeroom, 24x100 ft.; storeroom platform, 12x200; 100 tons concrete coaling plant; double track concrete cinder conveyor; car department wash and locker building, 24x47 ft.; mill shop, 40x100 ft. Rip yard, 8,530 ft., 133 car capacity.

Water tank, 24x16 ft. on 30 ft. frame.

Water Supply—City 6 in. C. I. Line circulating system for drinking and fire protection; 12 in. cast iron line from water tank to water cranes for engine supply.

Sewerage—Concrete septic tanks with 24 in. pipe mains.

Track Exclusive of Rip Yard—10,530 ft.

The Frisco is still doing construction work in and around Pensacola and as yet the connecting link of this line has not been completed.

For details of Frisco Piers and Wharves, see Appendix, Pages 42 to 44.

COMPARATIVE SUMMARY TONNAGE STATEMENT BY YEARS
For Five Competitive Ports

TOTAL COMMERCE					
Year	Pensacola	Mobile	New Orleans	Tampa	Jacksonville
1912	1,271,979	1,521,637	5,059,830		
1913	1,475,051	1,597,300	6,442,932		
1914	1,164,502	1,758,457	6,273,012		
1915	871,166	1,579,804	6,536,097		
1916	810,544	1,673,020	7,300,427		
1917	524,058	1,816,284	8,014,337		
1918	383,838	1,323,967	9,087,084		
1919	458,597	1,970,638	8,895,681	989,556	1,488,715
1920	675,493	1,655,215	11,823,863	469,472	1,430,215
1921	487,060	1,306,764	11,702,559	472,223	1,499,818
1922	974,036	1,146,300	9,016,312	2,215,118	2,311,701
1923	858,408	2,077,659	10,264,257	1,222,650	1,777,041
1924	672,414	2,194,206	11,400,862	2,233,687	2,084,215
1925	757,009	2,297,301	12,188,797	2,732,057	2,406,910
1926	760,170			2,434,589	2,319,318
				3,380,126	2,676,323

NOTE: Figures not given prior to 1917 indicate they are not available split into headings, and only in a few instances in totals, and this total includes some items not included in this exhibit, so these if shown, would not make a true comparison.

NOTE: Does not include internal traffic.

NOTE: Does not include cargoes in transit.

AUTHORITY: Board of Engineers for Rivers and Harbors, War Department, in co-operation with the Bureau of Research, United States Shipping Board.

COMPARATIVE SUMMARY TONNAGE STATEMENT BY YEARS

For Five Competitive Ports

DOMESTIC COASTWISE

Year	SHIPMENTS (Short Tons)					RECEIPTS (Short Tons)				
	Pensacola	Mobile	New Orleans	Tampa	Jacksonville	Pensacola	Mobile	New Orleans	Tampa	Jacksonville
1912	63,561		511,080			293,902		274,803		
1913	75,264		603,863			350,856		468,578		
1914	51,922		858,754			269,661		361,198		
1915	89,590		919,762			244,707		363,860		
1916	76,463	294,018	767,631			168,701	554,953	377,841		
1917	50,789	239,875	1,256,214	437,914	777,651	161,084	374,017	357,907	337,489	589,637
1918	42,972	121,064	1,895,542	149,405	661,646	118,933	444,876	352,836	80,541	475,681
1919	46,224	107,831	1,406,587	187,754	456,151	107,559	652,612	405,206	94,621	528,242
1920	30,788	116,927	874,050	849,901	838,023	100,604	402,771	322,560	119,862	532,735
1921	19,971	174,202	268,695	301,845	633,717	136,653	409,948	302,698	279,720	537,277
1922	151,261	302,128	421,683	636,075	769,032	514,196	127,650	762,886	322,828	690,967
1923	157,583	78,837	1,171,457	757,884	874,469	208,454	419,389	1,253,690	655,805	801,608
1924	96,548	454,812	1,207,082	873,482	629,867	221,387	305,698	1,313,353	641,023	1,087,267
1925	118,010	585,437	1,932,490	840,435	716,047	298,735	415,482	726,042	1,351,154	1,262,501
1926	35,177					360,638				

NOTE: Figures not given prior to 1917 indicate they are not available split into headings, and only in a few instances in totals, and this total includes some items not included in this exhibit, so those if shown, would not make a true comparison.

NOTE: Does not include internal traffic.

NOTE: Does not include cargoes in transit.

AUTHORITY: Board of Engineers for Rivers and Harbors, War Department, in co-operation with the Bureau of Research, United States Shipping Board.

COMPARATIVE SUMMARY TONNAGE STATEMENT BY YEARS

For Five Competitive Ports

FOREIGN

Year	Imports (Short Tons)					Exports (Short Tons)				
	Pensacola	Mobile	New Orleans	Tampa	Jacksonville	Pensacola	Mobile	New Orleans	Tampa	Jacksonville
1912	176,396		1,321,486			738,120		2,952,461		
1913	102,147		1,792,093			946,784		3,578,398		
1914	107,323		1,472,323			735,596		3,580,737		
1915	42,831		1,487,864			494,038		3,764,611		
1916	102,034	218,627	1,628,925			463,346	605,422	4,526,030		
1917	69,042	372,608	2,307,143	65,838	101,927	243,143	829,784	4,093,273	148,315	19,500
1918	57,635	200,403	2,908,030	132,553	186,358	164,298	557,824	3,930,676	106,973	106,530
1919	53,123	193,647	2,881,385	109,407	194,777	251,691	1,016,548	4,202,503	80,441	320,648
1920	105,855	361,455	4,322,654	260,456	388,504	438,246	774,062	6,304,599	984,899	552,439
1921	50,070	222,013	4,665,870	227,881	245,588	280,366	500,601	6,465,386	413,204	360,459
1922	82,539	239,588	3,871,805	379,743	326,392	226,040	476,934	3,959,938	895,041	297,824
1923	39,457	283,746	4,358,902	311,489	450,086	452,914	1,107,406	3,480,208	1,006,879	280,747
1924	52,696	235,904	4,654,467	352,119	407,134	301,783	1,197,792	4,225,960	567,965	195,050
1925	92,244	342,799	5,107,463	419,420	517,992	248,020	953,583	4,422,802	769,117	179,783
1926	103,728					260,627				

APPENDIX

NOTE: Figures not given prior to 1917 indicate they are not available split into headings, and only in a few instances in totals, and this total includes some items not included in this exhibit, so those if shown, would not make a true comparison.

NOTE: Does not include internal traffic.

NOTE: Does not include cargoes in transit.

AUTHORITY: Board of Engineers for Rivers and Harbors, War Department, in co-operation with the Bureau of Research, United States Shipping Board.

APPENDIX

SUMMARY BY CLASSES (1921-1926)
(Short Tons)

Class	Animal & Veg. Food products.	Other Veg. Products.	Textiles	Wood & Paper	Non-metallic minerals	Ores, Metals & Mfg. of.	Machinery & Vehicles	Chemicals	Unclassified	Total
FOREIGN										
Imports -										
1921	18,354	6		18,588	7,593			23,889		50,070
1922	5,219			12,127	17,714			34,338		82,539
1923	3,006	34	1,331	1,578		130		31,080	69	39,457
1924	626			14,125				35,485	46	52,696
1925	3,310	1,233	240	11,215				79,921	242	92,244
1926				12,370	4,376	133		82,306		103,728
Exports -										
1921	64	29	159	116,376	129,191	52	55	4,498	432	280,366
1922	257	2,383	1,424	152,993	29,727	623	630	17,773	126	226,040
1923	15	61	1,012	262,120	84,095	749	484	7,950	790	452,914
1924		450	1,144	219,959	39,476	78	172		1	301,783
1925		4,249	4,036	202,342	12,207	84	402			248,020
1926		82	3,745	168,706	63,072	44				260,627
DOMESTIC										
Receipts -										
1921	4,361	1,134	5	102,425	5,145	345		121	716	136,653
1922	6,012	3,096	10	227,898	260,455	718	16	166	1,082	514,196
1923	5,075	5,227	120	172,648	5,838	1,034	47	438	2,194	208,454
1924	4,992	4,848	131	190,650	1,590	953	27	87	2,051	221,387
1925	4,995	5,563	22	156,732	111,476	807	15		2,081	298,735
1926	4,082	4,209	84	218,535	113,623	634	26		2,844	360,638
Shipments -										
1921	917	6,501	1,873	445	5,249	930	34	2,382	1,496	19,971
1922	1,108	7,190	149	78,233	41,633	5,867	135	1,296	6,098	151,261
1923	1,377	6,674	559	45,016	84,526	6,624	108	457	1,698	157,593
1924	1,104	5,921	609	53,060	18,709	891	78	575	2,818	96,548
1925	1,242	6,820	73	87,312	1,556	4,654	93	536	2,877	118,010
1926	693	6,552	1,270	11,884	867	1,044	87	608	2,216	35,177
TOTAL COMMERCE										
1921	5,278	7,278	2,037	237,834	147,178	1,327	89	30,890	2,644	487,060
1922	25,538	12,675	1,583	271,251	349,529	7,208	781	53,573	7,286	974,036
1923	11,928	11,962	3,072	481,362	174,559	8,537	639	39,925	4,751	858,408
1924	9,117	11,253	1,884	477,794	59,775	1,922	277	36,087	4,916	672,414
1925	6,863	16,632	4,431	457,601	125,239	5,545	510	80,457	5,200	757,009
1926	8,085	12,076	5,099	411,495	181,938	1,855	113	82,914	5,060	760,170

AUTHORITY: Board of Engineers for Rivers and Harbors
War Department in cooperation with the
Bureau of Research U. S. Shipping Board.

LOCALITY: Pensacola Harbor, Fla.

SUMMARY FOR CALENDAR YEAR 1926.

CLASSES OF COMMODITIES	FOREIGN			DOMESTIC			TOTAL		
	IMPORTS		EXPORTS		RECEIPTS		SHIPMENTS		TOTAL
	TONS-2000#	VALUE \$	TONS	VALUE	TONS	VALUE	TONS	VALUE	
Animal and animal products, except wool and hair,	3,310	441,350			4,082	901,440	693	270,060	8,085 1,612,850
Vegetable food products, oil seed, expressed oils and beverages,	1,233	42,324	82	4,416	4,209	583,650	6,552	564,950	12,076 1,195,340
Other vegetable products, except fibers and wood,	0	95	24,978	1,883,977	16,601	1,960,030	9,961	1,120,070	51,540 4,964,172
Textiles,			3,745	1,547,239	84	71,400	1,270	475,400	5,099 2,094,039
Wood and Paper,	12,370	300,923	168,706	3,007,666	213,535	3,127,770	11,884	346,360	411,495 6,782,719
Non-metallic minerals	4,376	48,799	63,072	373,183	113,628	4,016,638	867	33,684	181,938 4,472,304
Ores, metals and Manufactures of, except machinery and vehicles,	133	7,797	44	8,808	634	133,965	1,044	208,435	1,855 359,005
Machinery and vehicles,	0	1,000			26	19,750	87	139,200	113 159,950
Chemicals	82,306	2,582,340					608	31,710	82,914 2,614,050
Unclassified	0	686			2,844	1,700,400	2,216	1,324,900	5,060 3,025,986
TOTAL	103,728	3,425,314	260,627	6,825,289	360,638	12,515,043	35,177	4,514,769	760,170 27,280,415

AUTHORITY: Board of Engineers for Rivers and Harbors,
War Department in cooperation with the
Bureau of Research, U. S. Shipping Board.

Locality: PENSACOLA HARBOR, FLA.

CARGOES IN TRANSIT—1926

Domestic

<u>Commodities</u>	<u>Short Tons</u>	<u>Value</u>
Animal products.....	333	63,270
Vegetable food products.....	9,225	780,190
Other vegetable products, except fibers and wood.....	2,656	590,700
Textiles	15,003	3,460,720
Lumber, staves, headings, shooks, etc.....	113,130	3,240,040
Nonmetallic minerals	45,989	2,212,092
Iron, steel, etc., mfg.....	9,126	553,420
Fertilizer material	76,615	2,684,732
Whale oil	3,855	441,350
Crushed oyster shells.....	686	58,225
Miscellaneous articles	65,000	7,300,000
Total.....	340,618	21,384,739

AUTHORITY: War Department, Corps of Engineers, U. S. Army.

APPENDIX

Locality: PENSACOLA HARBOR, FLA.

VESSEL CLASSIFICATION - 1926.

Classes of vessels	American (number)	Foreign (number)	Total (number)	Total net registered Tonnage	Passengers
ARRIVALS:					
Steamers.	245	169	414	770,367	297
Sailing	60	2	62	51,522	-
Tankers	3	1	4	9,640	-
Barges	561	-	561	142,625	-
Motor Ships	2	1	3	2,236	-
Tugs	301	-	301	16,308	-
Fishing Smacks	288	-	288	23,040	-
#Gasoline Launches	1,102	-	1,102	3,746	890
Total Arrivals	2,562	173	2,735	1,019,484	1,187
DEPARTURES:					
Steamers	242	171	413	767,147	82
Sailing	59	2	61	50,692	-
Tankers	3	1	4	9,640	-
Barges	561	-	561	142,625	-
Motor Ships	2	1	3	2,236	-
Tugs	300	-	300	16,224	-
Fishing Smacks	286	-	286	22,880	-
#Gasoline Launches	1,104	-	1,104	3,762	860
Total Departures	2,557	175	2,732	1,015,206	942
Totals.	5,119	348	5,467	2,034,690	2,129

Rafts Timber and Cross Ties Number 91 Tons: 59,180
 Cypress Logs 123 78,340 Total 137,520 tons

Includes all launches owned and operated in Pensacola.

TRIPS AND DRAFTS OF VESSELS (See Information Bulletin No. 5 O.C.E. May, 1923)

Draft (Feet)	TRIPS, INBOUND.						TRIPS, OUTBOUND.					
	Steam- ers	Motor Vessels & Tankers	Sail- ing	Barges	Tugs	Lchs.& Smacks	Steam- ers	Motor V's. & Tks.	Sail- ing	Barges	Tugs	Lchs. & Smks.
28 to 30	1						9					
26 to 28	6						13					
24 to 26	24	1					34					
22 to 24	24	3					34	1				
20 to 22	42	1		9			32		3			
18 to 20	26			12			35		1			
16 to 18	39			10			48					
14 to 16	43		1				36					
12 to 14	49		1		31		56	3		12	31	
Less than 12 Feet	160	2	60	530	270	1,390	116	3	57	549	269	1,390
Total	414	7	62	561	301	1,390	413	7	61	561	300	1,390
Grand Total	2,735						2,732					

AUTHORITY: Board of Engineers for Rivers and Harbors,
 War Department in cooperation with the
 Bureau of Research U. S. Shipping Board.

APPENDIX

IMPORTS AND EXPORTS AT THE PORT OF PENSACOLA FLA.															
1912 - 1926															
IMPORTS - (QUANTITIES IN SHORT TONS)															
COMMODITIES	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926
Animal and animal products except wool and hair:															
Whale oil	—	—	—	—	—	—	—	—	—	—	18,354	5,219	3,006	624	3,310
Hides	—	—	—	—	—	5	—	—	2	—	—	—	—	—	—
Vegetable food products and beverages:															
Bananas	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,231
Chicle	12	—	10	—	16	—	11	3	—	—	—	—	—	—	2
Coconuts	—	—	—	—	—	—	6	—	—	—	1	—	—	—	—
Gin	—	3	—	—	—	—	—	—	—	—	—	—	—	—	—
Lemons in boxes	—	—	—	—	—	—	—	—	82	—	—	—	—	—	—
Molasses	—	—	—	—	—	—	330	131	—	—	5	—	—	—	—
Olive oil	—	—	1	—	—	—	—	—	—	—	—	—	—	—	—
Sugar cane	—	—	—	—	—	—	—	—	5	—	—	—	—	—	—
Whiskey	—	3	1	3	—	—	—	—	—	—	—	—	—	—	—
Wine	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—
Hairy vetch feed	—	—	—	—	—	—	—	—	—	—	—	—	34	—	—
Other vegetable products except fibers and wood:															
Sisal grass	—	—	—	—	—	71	—	—	—	—	—	—	—	—	—
Textiles:															
Sisal fiber	—	—	—	—	—	—	—	—	—	—	—	1,381	—	—	—
Canvas rags	—	—	—	—	—	2	—	—	—	—	—	—	—	—	—
Jute bagging	112	523	415	—	—	—	—	—	—	—	—	—	—	—	—
Old bagging	378	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Old rope ends	—	—	—	—	—	3	—	—	—	—	—	—	—	—	—
Henequen fiber	—	—	—	—	—	—	—	—	—	—	—	—	—	240	—
Wood and paper:															
News print paper	—	—	—	—	—	—	—	—	—	—	—	—	150	—	—
Barrels, empty	—	—	—	—	—	—	—	16	—	—	—	—	—	—	—
Cedar logs	1,325	60	214	163	423	—	61	303	164	30	—	—	—	—	—
Dogwood logs	—	—	2,590	—	—	—	—	—	—	—	—	—	—	—	—
Faustic wood	—	—	—	—	—	—	100	71	—	—	—	—	—	—	—
Lignum vitae	—	—	—	—	—	—	—	6	—	—	—	—	—	—	—
Logwood	—	—	—	—	—	49	138	—	—	—	—	—	—	—	—
Mahogany logs	43,028	24,316	20,059	11,868	32,072	19,444	7,628	31,605	21,417	18,558	12,127	1,578	13,975	11,010	12,370
Nonmetallic minerals:															
Cement	—	—	—	600	—	—	—	—	—	—	—	—	—	—	4,285
Chalk	1,600	7,060	—	2,675	7,525	—	—	—	—	—	—	—	—	—	—
Petroleum, crude	—	—	—	—	—	—	—	—	16,317	7,539	17,714	—	—	—	—
Salt	—	1,300	200	—	—	—	—	—	—	—	—	—	—	—	—
Sulphur	29,407	17,232	5,700	—	2,556	—	—	—	—	—	—	—	—	—	—
Asbestos shingles	—	—	—	—	—	—	—	—	—	—	—	—	—	—	91
Ores and metals:															
Copper ore	36,500	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ferro manganese ore	—	—	—	10,800	—	—	—	—	—	—	—	—	—	—	—
Manganese ore	—	5,240	21,050	—	6,060	20,384	7,700	—	—	—	—	—	—	—	—
Pyrites	—	—	2,950	5,100	27,874	24,367	8,833	6,424	—	—	—	—	—	—	—
Iron car wheels and mfg. metals	—	—	—	—	—	—	—	—	—	—	—	130	—	—	133
Chemicals:															
Chloride, crude	—	—	—	—	—	—	—	—	24,954	—	—	—	—	—	—
Kainite	28,514	8,601	14,399	—	—	—	—	2,610	11,323	—	4,391	2,574	3,593	7,934	5,203
Manure salts	11,668	10,244	8,236	468	—	—	—	2,650	—	2,207	8,424	9,213	5,062	19,467	19,581
Murate of potash	—	—	5,441	4,203	—	—	—	—	—	602	1,634	203	1,092	6,568	16,336
Nitrate of soda	11,506	11,109	13,070	6,804	24,768	4,717	32,815	9,137	31,591	21,080	19,564	19,646	25,738	50,656	40,712
Nitrogenous manure	—	553	—	—	—	—	—	—	—	—	—	—	—	—	—
Sulphate of nitrate	—	—	—	—	—	—	—	—	—	—	—	—	—	—	297
Organic manure	1,234	1,140	—	—	—	—	—	—	—	—	—	—	—	—	—
Potash	7,344	5,909	—	—	—	—	—	—	—	—	—	—	—	—	—
Sulphate of ammonia	624	248	282	—	—	—	—	—	—	—	—	—	—	—	—
Nitrate of ammonia	—	—	—	—	—	—	—	—	—	—	—	—	—	129	729
Sulphate of potash	—	—	654	153	—	—	—	—	—	—	325	44	—	167	249
Saltpeter	—	—	—	—	—	—	—	—	—	—	—	—	—	—	99
Unclassified:															
Gasoline drums	—	—	—	—	—	—	11	2	—	—	—	—	—	—	—
Hartzalz	3,144	5,385	939	—	—	—	—	—	—	—	—	—	—	—	—
Miscellaneous	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Household goods	—	—	—	—	—	—	—	—	—	—	—	65	—	—	—
Totals	176,396	102,147	107,323	42,831	102,034	69,042	57,635	52,978	105,855	50,070	82,539	39,457	52,694	92,244	103,718

PLATE XXVII

IMPORTS AND EXPORTS—JANUARY, FEBRUARY, MARCH, APRIL, MAY—1927
(In Pounds)

Group Class	Commodity	January	February	March	April	May	Total
IMPORTS—Wood and Paper:	Mahogany Logs.....	5,304,320				449,434	5,753,754
Nonmetallic Minerals:	Asbestos Shingles..	68,870			83		68,870
	Cement Bags.....						83
Ores and Metals:	Steel Products.....	343,853		559,000	398,809	121,210	863,872
	Iron Products.....						559,000
Chemicals:	Chemical Products..	13,144,320	29,926,400	7,365,120	12,812,800		65,248,620
		18,448,640	30,339,123	7,924,120	13,211,692	570,644	72,494,199
EXPORTS—Other Vegetable Products:	Naval Stores.....	6,603,882	1,640,327	2,502,200	3,341,972	2,482,064	16,570,445
Wood and Paper:	Lumber and Wood						
	Products	45,082,610	14,739,750	18,645,489	50,738,341	37,763,018	166,969,208
Nonmetallic Minerals:	Coal	3,660,160					3,660,160
	Coal Tar Pitch.....	30,636,480	13,397,440	17,926,720	12,178,880		74,069,520
	Cement		244,800	15,600			260,400
	Bricks		584,640			585,500	1,170,140
Ores and Metals	Scrap Brass.....					11,230	11,230
	Steel Products.....	37,809					37,809
Machinery and Vehicles:	Machinery	3,290					3,290
Textiles:	Cotton	546,327	297,474	54,194	337,346	83,710	1,319,051
Unclassified:	Ornamental Shrub- bery					2,240	2,240
		86,570,558	30,904,431	39,144,203	66,596,539	40,927,762	264,143,493

APPENDIX

IMPORT TRAFFIC 1926

Class and Commodity	Amount in Short Tons		Value	
	By	By	By	By
	Commodity	Class	Commodity	Class
ANIMAL PRODUCTS.....	.....	3,310	.....	\$ 441,350
Whale Oil.....	3,310	.....	\$ 441,350	.....
VEGETABLE FOOD PRODUCTS....	.....	1,233	.....	42,324
Bananas	1,231	.....	42,073	.....
Chicory	2	.....	251	.....
OTHER VEGETABLE PRODUCTS..	.....	0	.....	95
Cigars	0	.....	95	.....
WOOD AND PAPER.....	.....	12,370	.....	300,923
Mahogany Logs.....	12,146	.....	300,393	.....
Furniture	0	.....	30	.....
Hardwood	224	.....	500	.....
NONMETALLIC MINERALS.....	.....	4,376	.....	48,799
Asbestos Shingles.....	91	.....	2,806	.....
Cement	4,285	.....	45,993	.....
ORES AND METALS.....	.....	133	.....	7,797
Nails	92	.....	5,561	.....
Steel Hoops.....	40	.....	2,142	.....
Galvanized Staples.....	1	.....	94	.....
MACHINERY AND VEHICLES.....	.....	0	.....	1,000
Autos	0	.....	1,000	.....
CHEMICALS .....	.....	82,306	.....	2,582,340
Muriate Potash.....	15,336	.....	443,054	.....
Manure Salt.....	19,581	.....	187,696	.....
Kainit	5,303	.....	42,003	.....
Ammonia Sulp. Nit.....	729	.....	47,919	.....
Sulphate Potash.....	249	.....	10,197	.....
Saltpeter	99	.....	6,450	.....
Nitrate Soda.....	40,712	.....	1,827,625	.....
Sulphate Nitrate.....	297	.....	17,396	.....
UNCLASSIFIED .....	.....	0	.....	686
Personal Baggage.....	0	.....	349	.....
Silver and Earthenware.....	0	.....	188	.....
Marble and Statuary.....	0	.....	130	.....
China	0	.....	19	.....
Total.....	103,728	103,728	\$3,425,314	\$3,425,314

AUTHORITY: War Department, Corps of Engineers, U. S. Army.

ORIGIN OF IMPORTS THROUGH PORT OF PENSACOLA, FLA.—CALENDAR YEAR 1913

(Quantities in Short Tons)

Commodity	Africa and British Honduras	Argentina	Chile	Cuba	England	Germany and Holland	Portugal and Spain	Spain	Total
Textiles: Fabrics.....					659				659
Wood and paper:									
Lumber and forest products.....	14,872								14,872
Nonmetallic minerals:									
Chalk					7,945				7,945
Ores and metals and mfg. of ores, ex- cept machinery and vehicles.....		5,980		3,500			8,700	10,886	29,066
Chemicals:									
Fertilizer					1,475	33,714			35,189
Nitrate of Soda.....			12,578						12,578
Total.....	14,872	5,980	12,578	3,500	10,079	33,714	8,700	10,886	100,309

APPENDIX

ORIGIN OF IMPORTS THROUGH PORT OF PENSACOLA, FLA.—CALENDAR YEAR 1921

(Quantities in Short Tons)

	Fruits and Nuts	Clays	Potash	Chemicals n.e.s.	Iron Ore	Logs Lumber	Nitrate	Elsewhere Specified	Total
United Kingdom England.....	45	168							213
Harve Hamburg Range:									
Germany			1,499	100				364	1,599
Holland									364
Belgium			2,582						2,582
Total.....			4,081	100	8,366		21,207	364	4,545
Mexico									8,366
Central America; Nicaragua.....						3,353			3,353
West Coast South America, Chile.....									21,207
West Africa:									
Ivory Coast									1,996
Gold Coast									15,172
Total.....	45	168	4,081	100	8,366	20,521	21,207	364	54,852

AUTHORITY: Board of Engineers for Rivers and Harbors, War Department, in co-operation with the Bureau of Research, U. S. Shipping Board.

ORIGIN OF IMPORTS THROUGH PORT OF PENSACOLA, FLA.—CALENDAR YEAR 1913

(Quantities in Short Tons)

Commodity	Africa and British Honduras	Argentina	Chile	Cuba	England	Germany and Holland	Portugal and Spain	Spain	Total
Textiles: Fabrics.....					659				659
Wood and paper:									
Lumber and forest products.....	14,872								14,872
Nonmetallic minerals:									
Chalk					7,945				7,945
Ores and metals and mfg. of ores, ex- cept machinery and vehicles.....		5,980		3,500			8,700	10,886	29,066
Chemicals:									
Fertilizer			12,578		1,475	33,714			35,189
Nitrate of Soda.....									12,578
Total.....	14,872	5,980	12,578	3,500	10,079	33,714	8,700	10,886	100,309

ORIGIN OF IMPORTS THROUGH PORT OF PENSACOLA, FLA.—CALENDAR YEAR 1921

(Quantities in Short Tons)

	Fruits and Nuts	Clays	Potash	Chemicals n.e.s.	Iron Ore	Logs Lumber	Nitrate	Elsewhere Specified	Total
United Kingdom England.....	45	168							213
Harve Hamburg Range:									
Germany			1,499	100					1,599
Holland								364	364
Belgium			2,582						2,582
Total.....			4,081	100	8,366		21,207	364	4,545
Mexico									8,366
Central America; Nicaragua.....						3,353			3,353
West Coast South America, Chile.....									21,207
West Africa:									
Ivory Coast									1,996
Gold Coast									15,172
Total.....	45	168	4,081	100	8,366	20,521	21,207	364	54,852

AUTHORITY: Board of Engineers for Rivers and Harbors, War Department, in co-operation with the Bureau of Research, U. S. Shipping Board.

ORIGIN OF IMPORTS THROUGH PORT OF PENSACOLA CALENDAR YEAR 1926

QUANTITIES IN SHORT TONS

Commodity	Germany Tons Value	Belgium Tons Value	Cuba Tons Value	Chile Tons Value	West Africa Tons Value	Norway Tons Value	Canada Tons Value	Mexico Tons Value	Phillipine Isles Tons Value	Holland Tons Value	England Tons Value	France Tons Value	Peru Tons Value	Italy Tons Value	Total Tons Value
Animal Products:															
Whale oil	—	—	—	—	—	—	—	—	—	—	—	—	3,310 441,350	—	3,310 441,350
Vegetable Food Products:															
Bananas	—	—	—	—	—	—	—	1,231 41,073	—	2 251	—	—	—	—	1,233 42,324
Chicory	—	—	—	—	—	—	—	1,231 41,073	—	2 251	—	—	—	—	1,233 42,073
Other Vegetable Products:															
Cigars	—	—	95 95	—	—	—	—	—	—	—	—	—	—	—	95 95
Wood and Paper:															
Mahogany lumber	—	—	9 250	—	12,137 300,143	—	30	—	2,24 500	—	—	—	—	—	12,167 300,923
Mahogany logs	—	—	9 250	—	12,137 300,143	—	30	—	—	—	—	—	—	—	12,167 300,393
Furniture	—	—	—	—	—	—	—	—	—	—	—	—	—	—	30
Hardwood	—	—	—	—	—	—	—	—	2,24 500	—	—	—	—	—	2,24 500
Nonmetallic Minerals:															
Asbestos shingles	—	4,376 48,799	—	—	—	—	—	—	—	—	—	—	—	—	4,376 48,799
Portland cement	—	91 2,804	—	—	—	—	—	—	—	—	—	—	—	—	91 2,804
	—	4,285 45,993	—	—	—	—	—	—	—	—	—	—	—	—	4,285 45,993
Ores and Metals:															
Nails	—	42 3,022	—	—	—	—	—	—	—	91 4,775	—	—	—	—	133 7,797
Steel hoops	—	2 880	—	—	—	—	—	—	—	90 4,681	—	—	—	—	92 5,561
Galv. staples	—	40 2,142	—	—	—	—	—	—	—	1 94	—	—	—	—	40 2,142
Machinery and Vehicles:															
Autos	—	—	—	—	—	—	400 400	—	—	600 600	—	—	—	—	1,000 1,000
Chemicals:															
Murate of Potash	2,463 497,373	15,134 230,946	—	40,712 827,625	—	—	—	—	—	297 17,394	—	—	—	—	81,304 266,340
Manure salts	11,649 345,674	3,687 97,380	—	—	—	—	—	—	—	—	—	—	—	—	15,336 448,054
Kainit	10,005 88,744	9,574 98,932	—	—	—	—	—	—	—	—	—	—	—	—	19,581 187,696
Amonia sulph. nit.	3827 30,635	1,476 11,318	—	—	—	—	—	—	—	—	—	—	—	—	5,303 42,003
Sulphate of Potash	234 15,673	495 32,246	—	—	—	—	—	—	—	—	—	—	—	—	729 47,919
Saltpeter	249 10,197	—	—	—	—	—	—	—	—	—	—	—	—	—	249 10,197
Nitrate of soda	99 4,450	—	—	40,712 827,625	—	—	—	—	—	—	—	—	—	—	40,712 827,625
Sulphate of nitrate	—	—	—	—	—	—	—	—	—	297 17,394	—	—	—	—	297 17,394
Unclassified:															
Personal baggage	—	—	—	—	—	—	—	—	—	190 190	—	130 159	—	207 686	349 349
Silver and earthenware	—	—	—	—	—	—	—	—	—	—	—	—	—	—	188 188
Marble and statuary	—	—	—	—	—	—	—	—	—	—	—	—	—	—	136 136
China	—	—	—	—	—	—	—	—	—	—	—	—	—	—	19 19
Total	26,063 497,373	19,652 291,767	9 345	40,712 827,625	12,137 300,143	30	400	1,231 42,073	2,24 500	390 22,422	130	159	3,310 441,350	207 686	103,728 1,415,314

DESTINATION OF IMPORTS THROUGH PORT OF PENSACOLA, FLA.—CALENDAR YEAR 1913

(Short Tons)

Commodity	Alabama	Arkansas	Florida	Illinois	Indiana	Kentucky	Louisiana	Mississippi	Missouri	Tennessee	Total
Textiles: Fibers.....	529						19		111		659
Wood Paper:											
Lumber and forest products						14,872					14,872
Nonmetallic minerals:											
Chalk			7,945								7,945
Ores, metals and mfg. of, except machinery and vehicles	14,683		3,188		1,136			2,242	7,817		29,066
Chemicals:											
Fertilizer	28,115	760	970			689		150	4,505		35,189
Nitrate of Soda.....	5,444	224	688	2,725	672	336	30	361	1,277	821	12,578
Total.....	48,771	984	12,791	2,725	1,808	15,897	49	2,753	13,710	821	100,309

AUTHORITY: Board of Engineers for Rivers and Harbors, War Department, in co-operation with the Bureau of Research, U. S. Shipping Board.

APPENDIX

DESTINATION OF IMPORTS - PORT OF PENSACOLA																		CALENDAR YEAR 1926	
AUTHORITY - WAR DEPT. CORPS OF ENGINEERS U.S.A.		ALABAMA	FLORIDA	GEORGIA	ILLINOIS	INDIANA	ARKANSAS	KENTUCKY	MINNESOTA	MISSISSIPPI	MISSOURI	NORTH CAROLINA	OHIO	TENNESSEE	WEST VIRGINIA	KANSAS	MONTANA	TOTAL	
COMMODITIES																			
Animal products:																			
Whale oil													3,310					3,310	
Vegetable food products:																			
Bananas		24	310	84	166	102		81				10	154	158			114	1,233	
Chicory		24	2										154					1,231	
Wood and paper:																			
Mahogany logs			224		137			9,980						2,014	15			12,370	
Hardwoods					137			9,980						2,014	15			12,146	
Nonmetallic minerals:																			
Asbestos shingles			4,376															4,376	
Portland cement			4,235															4,235	
Ores and Metals:																			
Nails			133															133	
Steel hoops			92															92	
Galvanized staples			40															40	
Chemicals:																			
Murate of potash		63,645	7365	469	2,385	451	600	101	24	428			3,663	2,525		200	50	82,306	
Manure salts		9876	353	194	646				24	158			3,663	422				15,336	
Kanit		13,726	5,419	104		194								138				19,581	
Ammonia sulphate nitrate		5,090	152	18	19					24								5,203	
Sulphate of potash		60	649															729	
Salt peter			72					101										249	
Nitrate of soda		33				7								59				99	
Sulphate of nitrate		34,860	403	153	1,720	250	600			246				2,230		200	50	40,712	
			297															297	
TOTAL		63,669	12,438	553	2,680	553	600	10,162	24	428		10	7,127	5,091	15	200	164	103,728	
Note: (#) denotes "Lost in shipment."																			
Note: This is disposition of imports for the year. During the year in some instances rail shipments were larger owing to materials stored on hand from last years imports and in other instances smaller owing to some materials imported still being carried in storage.																			

Note: (#) denotes "Lost in shipment."

Note: This is disposition of imports for the year. During the year in some instances rail shipments were larger owing to materials stored on hand from last years imports and in other instances smaller owing to some materials imported still being carried in storage.

PLATE XXIX

DESTINATION OF IMPORTS - PORT OF PENSACOLA																		CALENDAR YEAR 1926	
AUTHORITY - WAR DEPT. CORPS OF ENGINEERS U.S.A.		ALABAMA	FLORIDA	GEORGIA	ILLINOIS	INDIANA	ARKANSAS	KENTUCKY	MINNESOTA	MISSISSIPPI	MISSOURI	NORTH CAROLINA	OHIO	TENNESSEE	WEST VIRGINIA	KANSAS	MONTANA	TOTAL	
COMMODITIES																			
Animal products:																			
Whale oil																		3310 3310	
Vegetable food products:																			
Bananas		24	340	84	166	102		81				10	154	158			114	1233	
Chicory		24	74	84	166	102		81				10	154	158			114	1231	
Wood and paper:																		2	
Mahogany logs			224		137			9980						2014	15			12370	
Hardwoods					137			9980						2014	15			12146	
Nonmetallic minerals:																		224	
Asbestos shingles			4376															4376	
Portland cement			91															91	
Ores and Metals:			4235															4285	
Nails			133															133	
Steel hoops			92															92	
Galvanized staples			40															40	
Chemicals:			1															1	
Muriate of potash		63645	7365	469	2385	451	600	101	24	428			3663	2925		200	50	82306	
Manure salts		9876	353	194	646				24	158			5663	422				15336	
Kanit		13726	5419	104		194								138				19581	
Ammonia sulphate nitrate		5090	152	18	19					24								5203	
Sulphate of potash		60	669															719	
Saltpeter			72					101						76				249	
Nitrate of soda		33				7								59				99	
Sulphate of nitrate		34860	403	153	1720	250	600			246				2230		200	50	40712	
TOTAL		63669	12438	553	2680	553	600	10162	24	428		10	7127	5091	15	200	164	103728	
Note: (H) denotes "Lost in shipment."																			
Note: This is disposition of imports for the year. During the year in some instances rail shipments were larger owing to materials stored on hand from last years imports and in other instances smaller owing to some materials imported still being carried in storage.																			

APPENDIX

EXPORT TRAFFIC 1926

Class and Commodity	Amount in Short Tons		Value	
	By	By	By	By
	Commodity	Class	Commodity	Class
VEGETABLE FOOD PRODUCTS.....	.....	82	.....	\$ 4,416
Syrup	82	.....	\$ 4,416	.....
OTHER VEGETABLE PRODUCTS..	.....	24,978	.....	1,883,977
Cotton Seed Cake.....	5,125	.....	185,210	.....
Cotton Seed Meal.....	1,176	.....	28,698	.....
Tobacco	33	.....	5,000	.....
Rosin	16,131	.....	1,445,165	.....
Turpentine	2,085	.....	179,732	.....
Pine Oil.....	340	.....	33,744	.....
Pitch Pine Tar.....	88	.....	6,428	.....
TEXTILES .....	.....	3,745	.....	1,547,239
Cotton Linters.....	65	.....	7,600	.....
Cotton	3,680	.....	1,539,639	.....
WOOD AND PAPER.....	.....	168,706	.....	3,007,666
Pine Lumber.....	164,048	.....	2,881,220	.....
Cedar Logs.....	5	.....	205	.....
Ash Logs.....	941	.....	26,808	.....
Poplar Logs.....	248	.....	4,860	.....
Hickory Logs.....	108	.....	988	.....
Hardwood Logs.....	485	.....	6,000	.....
Cypress Lumber.....	233	.....	10,264	.....
Poplar Lumber.....	305	.....	4,876	.....
White Pine Lumber.....	11	.....	1,173	.....
White Bay Lumber.....	23	.....	195	.....
Black Walnut Lumber.....	26	.....	500	.....
Oak Lumber.....	199	.....	4,696	.....
Headlings and Staves.....	349	.....	16,611	.....
Creos. Cross Arms.....	144	.....	4,150	.....
Ash Lumber.....	68	.....	3,203	.....
Red Gum Lumber.....	1,500	.....	41,235	.....
Juniper Poles.....	8	.....	10	.....
Tupelo Flooring.....	5	.....	672	.....
NONMETALLIC MINERALS.....	.....	63,072	.....	373,183
Cement	52	.....	7,115	.....
Brick	600	.....	2,517	.....
Coke	561	.....	10,000	.....
Bit. Coal.....	57,121	.....	302,860	.....
Coal Tar Pitch.....	4,738	.....	50,691	.....
ORES AND METALS.....	.....	44	.....	8,808
Scrap Copper.....	24	.....	4,807	.....
Scrap Brass.....	20	.....	4,001	.....
Total.....	260,627	260,627	\$6,825,289	\$6,825,289

AUTHORITY: War Department, Corps of Engineers, U. S. Army.

ORIGIN OF EXPORTS THROUGH PORT OF PENSACOLA, FLA.—CALENDAR YEAR 1913

(Quantities in Short Tons)

Commodity	Alabama	Florida	Kentucky	Tennessee	Total
Vegetable Food Products:					
Oil, seeds, expressed oil, beverages, cottonseed cake.....	7,096				7,096
Other vegetable products except Fiber and Wood:		81,789			81,789
Naval stores	21,353				21,353
Pitch	10,607		4,679		15,286
Tobacco					
Textiles:					
Cotton	20,144			1,401	21,545
Round bale cotton.....	132	6,207			6,339
Wood and Paper:					
Lumber and forest products.....	104,315	242,527		244	347,086
Machinery and vehicles.....					
Ores, metals and manufactures of ores except:					
Iron, pig and blown.....	523				523
Iron and steel rails.....	12,563				12,563
Chemicals:					
Phosphate rock	1,508				1,508
Total.....	178,241	330,523	4,679	1,645	515,088

AUTHORITY: Board of Engineers for Rivers and Harbors, War Department, in co-operation with the Bureau of Research, United States Shipping Board.

APPENDIX

ORIGIN OF EXPORTS THROUGH PORT OF PENSACOLA, FLA.—CALENDAR YEAR 1926

(Quantities in Short Tons)

Commodity	Florida			Alabama			Kentucky			Illinois			Missouri			All		
	Tons	Value	Tons	Value	Tons	Value	Tons	Value	Tons	Value	Tons	Value	Tons	Value	Tons	Value	Tons	Value
Vegetable Food Products and Beverages																		
Syrup																		
Other Vegetable Products	21,796*	1,769,934*	3,149*	109,043*	33*	5,000*												
Cotton Seed Cakes	2,575	92,948—	2,550	92,262														
Cotton Seed Meal	616	14,318—	560	14,380														
Tobacco																		
Rosin	16,092	1,442,764—	39	2,401														
Turpentine	2,085	179,732—																
Pine Oil	340	33,744—																
Pitch Pine Tar	88	6,428—																
Textiles	960*	439,130*	2,785*	1,108,109*														
Cotton Linters	65	7,600—																
Cotton	895	431,530—	2,785	1,108,109—														
Wood and Paper	159,998	2,836,740—*	8,656*	168,566—*														
Pitch Pine Lumber	157,139	2,757,051—	6,909	124,169—														
Cedar Logs	5	205—																
Ash Logs	871	25,550—	70	1,258—														
Poplar Logs	248	4,860—																
Hickory Logs	108	988—																
Hardwood Logs	193	1,640—	240	2,000—														
Cypress Lumber	233	10,264—																
Poplar Lumber	282	4,226—	23	650—														
White Pine Lumber	11	1,173—																
White Bay Lumber	23	195—																
Black Walnut Lumber	26	500—																
Oak Lumber	199	4,696—																
Headings and Staves	244	12,061—	105	4,550—														
Creosoted Cross Arms	144	4,150—																
Ash Lumber	68	3,203—																
Red Gum Lumber	191	5,296—	1,309	35,939—														
Juniper Poles	8	10—																
Tupelo Flooring	5	672—																
Nonmetallic Minerals	52*	7,115—*	62,420—*	363,551—*														
Cement	52	7,115—																
Brick																		
Coke																		
Bit. Coal																		
Coal Tar Pitch																		
Ores and Metals	44*	8,808—*																
Scrap Copper	24	4,807—																
Scrap Brass	20	4,001—																
Total	182,850	5,061,727	77,010	1,749,269	33	5,000												

*Denotes classification totals.

AUTHORITY: Board of Engineers for Rivers and Harbors, War Department, in co-operation with the Bureau of Research, U. S. Shipping Board.

DESTINATION OF EXPORTS THROUGH PORT OF PENSACOLA FLA. CALENDAR 1913																							
QUANTITIES IN SHORT TONS																							
AUTHORITY - WAR DEPT CORPS OF ENG'RS U.S.A.		AFRICA	AUSTRIA	BELGIUM	DENMARK	ENGLAND	FRANCE	GERMANY	HOLLAND	ITALY	RUSSIA	SOUTH AMERICA	SPAIN	BRAZIL ARGENTINE URUGUAY	EUROPE SOUTH AMERICA	GERMANY HOLLAND BELGIUM	PANAMA AND BRITISH HONDURUS	PORTO RICO CUBA AND JAMAICA	PORTUGAL SPAIN AND CAPE VERDE ISLANDS	SCOTLAND ENGLAND IRELAND AND WALES	TURKEY EGYPT AND AUSTRIA	TOTAL	
Vegetable food products: Oil seeds, expressed oil, beverages, cottonseed cake Other vegetable products except fiber and wood: Naval stores Pitch Tobacco Textiles: Cotton Round bale cotton Wood and paper: Lumber and forest products Ores, metals and manufactures of metals except machinery and vehicles: Iron, pig and blown Iron and steel rails Chemicals: Phosphate rock.					70%																	7,096	
				122		11,225		44,154	19,517		629	5,295	837										81,789
							21,353																21,353
				22		4,645	10,343	12					263										15,285
						8,368	128	19,165															27,753
		92				119	13																132
	10,228						9,298			48,815				57,649	112,000	22,006	2,557	18,596	20,456	41,755	3,726	347,084	
													12,563										523 12,563
											997			512									1,509
	10,228	92	144	7096	24,880	41,139	63,331	19,527	49,812	629	17,858	16,12			57,649	112,000	22,006	2,557	18,596	20,456	41,755	3,726	315,089
TOTAL																							

APPENDIX

DESTINATION OF EXPORTS THROUGH PORT OF PENSACOLA, FLA. CALENDAR YEAR 1921.

(Quantities in Short Tons)

Country	Cotton Raw	Vehicles	Lumber	Naval Stores	Coal & Coke	Chemicals n.e.s.	Meats & Dairy Products	Iron & Steel Mfg.	Machinery including Agriculture	Not else- where specified	Total
United Kingdom:	85	5,618	17,042	1,947						9,730	34,422
England			8,832							280	9,112
Ireland			2,453	263						188	2,904
Scotland		3,584	3,898	122							7,604
Wales		9,202	32,225	2,332						10,198	54,042
Total	85										
Harve-Hamburg Range:	48										
Germany			118	1,396						355	1,917
Holland			2,819	86						280	3,185
Belgium			5,062	161						431	5,644
France			226								226
Total	48		8,225	1,633						1,066	10,972
South Atlantic Europe:											
France			594								594
Spain			1,844								1,844
Canary Isles			850								850
Total			3,288								3,288
West Mediterranean:											
Spain			4,338							325	4,663
Italy			6,527		2,415	18,026				1,284	28,252
Tunis			775								775
Total			11,640		2,415	18,026				1,609	33,690
East Mediterranean & Black Sea - Turkey:			548								548
West Indies:											
Cuba			112		2,314	1,688	2,514	59		281	6,968
Dominican Republic			336								336
Total			448		2,314	1,688	2,514	59		281	7,304
Mexico		17			5,229				73		5,319
East Coast South America:											
Brazil				609							609
Uruguay			2,214								2,214
Argentina			43,795	4,284					34	1,152	49,265
Total			46,009	4,893					34	1,152	52,088
West Coast South America											
Peru					1,400						1,400
West Africa:											
Senegal			1,019								1,019
South Nigeria			240								240
Total			1,259								1,259
Total	133	9,219	108,642	8,858	11,358	19,714	2,514	59	107	14,306	169,910

AUTHORITY: Board of Engineers for Rivers and Harbors War Department in cooperation with the Bureau of Research,
U. S. Shipping Board.

APPENDIX

DOMESTIC SHIPMENTS AND RECEIPTS AT THE PORT OF PENSACOLA FLA. 1912 - 1926 SHIPMENTS (QUANTITIES IN SHORT TONS)																
COMMODITIES	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	
Animal and animal products except wool and hair:																
Butter and cheese, —	—	—	—	—	—	—	—	—	66	65	70	107	162	356	68	
Eggs, —	—	—	—	—	—	—	—	—	11	17	32	14	150	16	—	
Fish, —	—	—	—	—	—	—	—	—	25	36	44	50	118	—	—	
Hides and skins, —	—	—	—	—	—	—	—	—	37	—	28	57	90	—	—	
Lard, —	—	—	—	—	5	—	—	—	187	252	248	402	—	399	194	
Live stock, —	49	106	36	49	52	28	37	20	25	—	30	3	—	10	—	
Milk, canned and fresh, —	—	—	—	—	—	—	—	—	55	221	135	173	—	—	60	
Other meat products, —	—	—	—	—	—	—	—	—	278	316	504	571	432	402	371	
Oysters, —	—	—	—	—	—	—	—	—	27	—	1	—	—	59	—	
Poultry, —	—	—	—	—	—	—	—	—	10	—	—	—	152	—	—	
Sole leather, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Vegetable food products and beverages:																
Beans, dried, —	—	—	—	—	—	—	—	—	111	114	225	157	—	200	113	
Bran, middlings, —	—	—	—	—	—	—	—	—	544	603	985	489	—	—	—	
Coffee, —	—	—	—	—	—	—	—	—	112	96	65	60	—	100	84	
Corn meal, —	—	—	—	—	—	—	—	—	389	546	224	232	—	304	260	
Flour, wheat, —	—	—	—	—	—	—	—	—	733	1,065	860	730	428	850	500	
Fruits, canned and fresh, —	112	116	217	478	806	526	825	1,480	481	180	216	228	600	210	134	
Grain, —	24,074	16,062	11,537	11,796	14,274	11,010	3,574	2,782	2,038	1,609	2,294	2,244	2,000	1,870	862	
Hay and feed, —	5,042	5,127	3,642	4,532	2,485	1,713	3,612	5,377	1,673	1,434	1,011	857	1,787	1,729	3,699	
Onions, —	—	—	—	—	—	—	—	—	158	110	179	129	—	200	100	
Pecans, —	—	—	—	—	—	—	—	—	50	—	—	—	—	—	—	
Potatoes, —	—	—	—	—	—	—	—	—	365	333	440	593	78	470	200	
Sugar, refined, —	531	378	440	431	390	343	288	210	285	196	376	293	300	400	260	
Syrup, —	—	—	—	—	—	—	—	—	24	58	104	71	37	85	40	
Vegetables, canned, —	—	—	—	—	—	—	—	—	117	157	211	184	691	400	300	
Other vegetable products except fibers and wood:																
Cotton seed products, —	581	487	506	1,220	50	100	—	—	—	—	—	407	—	—	—	
Naval stores, —	3,517	2,800	1,675	5,832	3,830	1,825	249	464	25	120	9,511	10,494	12,783	12,812	9,930	
Seeds for sowing and nursery stock, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Tobacco, —	—	—	—	—	—	—	—	—	42	17	33	41	60	26	31	
Textiles:																
Cotton, —	112	—	100	37	—	—	—	75	—	—	—	211	—	—	1,200	
Cotton cloth, —	—	—	—	—	—	—	—	—	31	20	20	42	425	—	—	
Jute, —	—	—	—	—	—	—	—	—	12	—	—	—	—	—	—	
Other textiles, —	—	—	—	—	—	—	—	—	10	1818	44	204	112	21	44	
Rope, cable, —	—	—	—	—	—	—	—	—	30	25	43	75	29	13	—	
Wearing apparel, —	—	—	—	—	—	—	—	—	—	10	42	27	16	39	26	
Wool, —	—	—	—	5	—	1	—	—	—	—	—	—	—	—	—	
Wood and paper:																
Railroad ties, —	—	—	—	—	—	—	—	—	—	—	50,623	25,617	23,100	18,312	—	
Barrels, empty, —	—	—	—	200	150	75	—	—	428	—	—	—	1,336	1,412	940	
Paper, wrapping, —	—	—	—	—	—	—	—	—	22	7	43	36	—	37	—	
Creosoted poles, —	—	—	—	—	—	—	—	—	—	—	260	—	—	—	—	
Staves and headings, —	—	—	—	—	—	—	—	—	—	—	1,519	1,690	166	—	—	
Timber and lumber, —	1,740	2,087	2,380	2,173	14,330	1,423	3,644	1,172	549	—	25,788	17,628	28,458	67,435	10,800	
Shingles, —	7	142	90	93	144	—	—	—	—	—	—	—	—	—	—	
Mahogany logs, —	—	—	—	—	—	—	—	—	—	438	—	—	—	—	—	
Furniture, sash, doors, blinds and shingles, —	—	—	—	—	—	—	—	—	—	—	—	45	—	116	144	
Nonmetallic minerals:																
Asbestos and manufactures, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Brick and tile, —	2,024	1,032	1,100	2,547	687	385	332	115	64	338	160	192	224	207	—	
Cement, —	624	915	915	894	1,528	1,263	291	615	364	209	217	416	559	600	474	
Coal, —	5,399	7,177	7,043	6,771	10,478	5,074	5,211	6,345	4	18	50	—	—	54	—	
Coke, —	—	—	—	—	—	—	—	—	—	—	25	—	—	—	—	
Petroleum and products, —	550	471	546	903	719	771	1,265	5,975	15,440	4,659	40,789	83,712	17,805	594	207	
Plate glass and glass, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Salt, —	983	1,196	1,147	1,759	1,170	1,607	1,377	823	—	—	—	—	—	—	—	
Sand and gravel, —	—	—	—	—	20	50	20	—	—	—	—	—	—	—	—	
Stone, —	—	—	—	—	15	13	—	10	—	—	—	—	—	—	—	
Other nonmetallic minerals, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Lime, —	—	—	—	—	—	—	—	—	—	—	384	—	—	—	184	
Ores and metals:																
Manufactures of iron and steel, —	5,342	5,790	873	2,944	2,414	1,860	1,193	2,032	534	930	5,867	6,624	891	4,654	1,044	
Machinery and vehicles agricultural, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Vehicles, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Chemicals:																
Ammunition, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Coal tar, crude, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Fertilizer, —	744	2,200	801	1,400	1,044	1,481	920	930	742	1,770	560	295	341	449	542	
Nitrate of soda, —	—	—	—	—	—	—	—	—	48	269	492	24	—	—	—	
Soap, laundry, —	—	—	—	—	—	—	—	—	101	184	58	63	123	75	61	
Lead compounds, paint, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Lime, —	—	—	—	—	—	—	—	—	—	136	186	—	51	—	—	
Unclassified:																
Misc office supplies, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Household goods, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Merchandise, —	8,073	—	—	—	—	—	—	—	17	103	75	58	217	217	47	
Miscellaneous, —	4,055	28,973	18,870	25,950	21,363	20,778	19,730	17,398	4,169	—	5,826	1,640	2,601	2,660	2,169	
Musical instruments, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Turpentine cups, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Totals	63,541	75,269	51,922	89,590	76,463	50,789	42,972	46,224	30,540	19,971	151,241	157,583	96,521	118,010	35,177	
Notes (*) Includes railroad ties. (!) Includes cement, lime, brick, etc.																

PLATE XXXIII

APPENDIX

DESTINATION OF EXPORTS THROUGH PORT OF PENSACOLA FLA. CALENDAR YEAR 1926

AUTHORITY: MAR. DEPT.
COMPS OF ENCL. W. S. A.

QUANTITIES IN SHORT TONS

COMMODITIES	Germany Tons Value	Holland Tons Value	India Tons Value	Italy Tons Value	Japan Tons Value	Cuba Tons Value	Czech Tons Value	Isles Tons Value	Denmark Tons Value	England Tons Value	France Tons Value	Argentina Tons Value	Brazil Tons Value	West Africa Tons Value	Uruguay Tons Value	Belgium Tons Value	Norway Tons Value	Spain Tons Value	Portugal Tons Value	Sweden Tons Value	Total Tons Value
Vegetable food products:																					
Syrup	—	—	—	—	—	—	—	—	—	82 4416	—	—	—	—	—	—	—	—	—	—	82 4416
Other vegetable products:	9,729 48,204	3,519 48,716	144 9,672	571 18,238	21 4104	—	—	—	1,217 5,274	6,632 526,947	—	5,318 304,004	74 6,500	—	5,927 38,105	411 318,554	29 2,722	—	31 2,080	154 19,416	24,979 1,001,977
Cotton seed cake	3,841 132,450	—	—	—	—	—	—	—	1,184 52,160	11,776 26,498	—	—	—	—	—	—	—	—	—	—	8,125 185,310
Cotton seed meal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,176 28,698
Tobacco	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	35 2,000
Rosin	5,031 949,491	1,140 126,242	144 9,672	571 18,238	51 4,304	—	—	—	11 980	4,354 395,350	—	13,118 304,004	74 6,500	—	5,927 38,105	411 318,554	—	—	—	—	16,121 1,441,147
Turpentine	210 25,134	1,058 47,180	—	—	—	—	—	—	—	818 104,521	—	—	—	—	—	—	—	—	—	—	2,080 179,713
Pine oil	76 10,627	224 21,881	—	—	—	—	—	—	—	—	—	—	—	—	—	—	20 1,834	—	—	—	340 23,744
Pitch pine tar	—	—	—	—	—	—	—	—	—	88 6,428	—	—	—	—	—	—	—	—	—	—	80 6,928
Textiles:	1,805 626,040	32 10,125	—	—	—	—	—	—	—	1,827 864,742	—	—	—	—	—	—	—	—	—	—	1,745 1,482,235
Cotton linters	44 6,175	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	65 7,610
Cotton	1,745 670,647	14 8,730	—	—	—	—	—	—	—	1,822 862,742	—	—	—	—	—	—	—	—	—	—	24,979 1,001,977
Wood and paper:	562 16,580	3,711 37,338	—	—	3,421 61,817	11,045 120,440	1,574 27,650	—	—	40,543 371,416	70 2,250	43,247 321,716	—	8,608 182,052	12,984 376,116	10,15 24,701	—	20,882 363,324	—	—	168,706 2,001,315
Pitch pine lumber	910 105,15	3,711 37,338	—	—	3,421 61,817	11,045 120,440	1,574 27,650	—	—	40,543 371,416	70 2,250	43,247 321,716	—	8,608 182,052	12,984 376,116	10,15 24,701	—	20,882 363,324	—	—	168,706 2,001,315
Cedar logs	5 201	—	—	—	—	—	—	—	—	17,819 510,108	70 2,250	43,247 321,716	—	8,608 182,052	12,984 376,116	10,15 24,701	—	20,882 363,324	—	—	168,706 2,001,315
Ash logs	—	—	—	—	—	—	—	—	—	94 2,480	—	—	—	—	—	—	—	—	—	—	5 201
Poplar logs	—	—	—	—	—	—	—	—	—	244 4840	—	—	—	—	—	—	—	—	—	—	240 9,160
Hickory logs	—	—	—	—	—	—	—	—	—	108 988	—	—	—	—	—	—	—	—	—	—	108 988
Hardwood logs	57 2,300	—	—	—	—	—	—	—	—	428 36,40	—	—	—	—	—	—	—	—	—	—	485 6,005
Cypress lumber	—	—	—	—	—	2,35 10,164	—	—	—	—	—	—	—	—	—	—	—	—	—	—	23 10,164
Poplar lumber	—	—	—	—	—	202 4,224	—	—	—	—	—	—	—	—	—	—	—	—	—	—	36 4,224
White pine lumber	—	—	—	—	—	11 1,773	—	—	—	21 650	—	—	—	—	—	—	—	—	—	—	11 1,773
White bay lumber	—	—	—	—	—	—	—	—	—	23 190	—	—	—	—	—	—	—	—	—	—	23 190
Black walnut lumber	—	—	—	—	—	—	—	—	—	26 500	—	—	—	—	—	—	—	—	—	—	26 500
Oak lumber	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Headings and staves	82 3,500	—	—	—	—	—	—	—	—	267 17,111	—	—	—	—	—	—	—	—	—	—	267 17,111
Cresosoted cross arms	—	—	—	—	—	144 4,150	—	—	—	—	—	—	—	—	—	—	—	—	—	—	144 4,150
Ash lumber	—	—	—	—	—	—	—	—	—	32 1,273	—	—	—	—	—	—	—	—	—	—	32 1,273
Red gum lumber	—	—	—	—	—	—	—	—	—	48 12,55	—	—	—	—	—	—	—	—	—	—	48 12,55
Juniper poles	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tupelo flooring	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Non-metallic minerals:	562 10,000	—	—	—	2,810 55,020	4,673 18,762	—	—	—	10,000 60,000	37,041 2,21,039	—	—	—	—	—	—	—	—	—	63,072 272,161
Cement	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Brick	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Coke	561 10,000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Coal tar pitch	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bituminous coal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ores and metals:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Scrap copper	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Scrap brass	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTAL	12,106 1,281,614	6,213 246,904	144 9,672	571 18,238	21 4,304	17,740 197,404	1,572 27,650	1,797 53,210	38,700 1,034,471	39,914 234,349	53,067 219,365	74 6,500	8,602 182,052	12,974 375,101	10,176 24,701	65,674 2,001,315	29 2,722	20,941 363,324	21 2,080	154 19,416	24,979 1,001,977

APPENDIX

DOMESTIC SHIPMENTS AND RECEIPTS AT THE PORT OF PENSACOLA FLA. 1912 - 1926 SHIPMENTS (QUANTITIES IN SHORT TONS)																
COMMODITIES	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	
Animal and animal products except wool and hair:																
Butter and cheese, —	—	—	—	—	—	—	—	—	66	65	70	107	162	356	68	
Eggs, —	—	—	—	—	—	—	—	—	11	17	32	14	150	16	—	
Fish, —	—	—	—	—	—	—	—	—	25	36	44	50	118	—	—	
Hides and skins, —	—	—	—	—	5	—	—	—	37	2	28	57	90	—	—	
Lard, —	—	—	—	—	—	—	—	—	187	252	248	402	—	399	194	
Live stock, —	49	106	36	49	52	28	37	20	25	—	30	3	—	10	—	
Milk, canned and fresh, —	—	—	—	—	—	—	—	—	55	221	135	173	—	—	60	
Other meat products, —	—	—	—	—	—	—	—	—	278	316	504	571	432	402	371	
Oysters, —	—	—	—	—	—	—	—	—	27	—	1	—	—	59	—	
Poultry, —	—	—	—	—	—	—	—	—	10	4	13	—	152	—	—	
Sole leather, —	—	—	—	—	—	—	—	—	1	4	3	—	—	—	—	
Vegetable food products and beverages:																
Beans, dried, —	—	—	—	—	—	—	—	—	111	114	225	157	—	200	113	
Bran, middlings, —	—	—	—	—	—	—	—	—	566	403	985	489	—	—	—	
Coffee, —	—	—	—	—	—	—	—	—	112	96	65	60	—	100	84	
Corn meal, —	—	—	—	—	—	—	—	—	389	546	224	232	—	306	266	
Flour, wheat, —	—	—	—	—	—	—	—	—	733	1,065	860	730	428	850	500	
Fruits, canned and fresh, —	112	116	217	478	8%	526	825	1,480	481	180	216	228	600	210	134	
Grain, —	24,074	16,062	11,537	11,196	14,274	11,010	3,574	2,782	2,038	1,609	2,294	2,244	2,000	1,870	862	
Hay and feed, —	5,062	5,127	3,642	4,532	2,485	1,713	3,612	5,377	1,673	1,434	1,011	857	1,787	1,729	3,699	
Onions, —	—	—	—	—	—	—	—	—	158	110	179	129	—	200	100	
Pecans, —	—	—	—	—	—	—	—	—	50	—	—	—	—	—	—	
Potatoes, —	—	—	—	—	—	—	—	—	365	333	440	593	78	470	200	
Sugar, refined, —	531	378	440	431	390	343	288	210	285	196	376	293	300	400	260	
Syrup, —	—	—	—	—	—	—	—	—	24	58	104	71	37	85	46	
Vegetables, canned, —	—	—	—	—	—	—	—	—	117	157	211	184	691	400	300	
Other vegetable products except fibers and wood:																
Cotton seed products, —	581	687	506	1,220	50	100	—	1	—	—	—	407	—	—	—	
Naval stores, —	3,517	2,800	1,475	5,832	3,830	1,825	249	464	25	120	9,511	10,494	12,783	12,812	9,930	
Seeds for sowing and nursery stock, —	—	—	—	—	—	—	—	—	1	7	8	9	—	9	—	
Tobacco, —	—	—	—	—	—	—	—	—	42	17	33	41	60	26	31	
Textiles:																
Cotton, —	112	—	100	37	—	—	—	75	—	—	—	211	—	—	1,200	
Cotton cloth, —	—	—	—	—	—	—	—	—	31	20	20	42	425	—	—	
Jute, —	—	—	—	—	—	—	—	—	12	—	—	—	—	—	—	
Other textiles, —	—	—	—	—	—	—	—	—	10	1818	44	204	112	21	44	
Rope, cable, —	—	—	—	—	—	—	—	—	30	25	43	75	29	13	—	
Wearing apparel, —	—	—	—	—	—	—	—	—	1	10	42	27	14	39	26	
Wool, —	—	—	—	5	—	1	—	—	—	—	—	—	—	—	—	
Wood and paper:																
Railroad ties, —	—	—	—	200	150	75	—	—	428	—	50,623	25,417	23,100	18,312	—	
Barrels, empty, —	—	—	—	—	—	—	—	—	22	7	43	36	1,336	1,412	940	
Paper, wrapping, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Creosoted poles, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Staves and headings, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Timber and lumber, —	1,740	2,087	2,380	2,173	14,350	1,423	3,644	1,172	549	—	1,519	1,690	166	—	—	
Shingles, —	7	142	90	93	144	—	—	—	—	—	25,788	17,628	20,458	67,435	10,800	
Mahogany logs, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Furniture, sash, doors, blinds and shingles, —	—	—	—	—	—	—	—	—	—	—	—	—	45	—	116	144
Nonmetallic minerals:																
Asbestos and manufactures, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Brick and tile, —	2,024	1,032	1,106	2,547	687	385	332	115	64	338	160	192	224	207	—	
Cement, —	624	915	915	894	1,528	1,263	291	615	366	209	217	416	559	600	474	
Coal, —	5,399	7,177	7,043	6,771	10,478	5,074	5,211	6,345	4	18	50	—	21	—	—	
Coke, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Petroleum and products, —	550	471	546	903	719	771	1,265	5,975	15,440	4,659	40,789	83,712	17,805	594	207	
Plate glass and glass, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Salt, —	983	1,196	1,147	1,759	1,170	1,607	1,377	823	—	—	—	—	—	—	—	
Sand and gravel, —	—	—	—	—	20	50	20	—	—	—	—	—	—	—	—	
Stone, —	—	—	—	—	15	13	3	10	—	—	—	—	—	—	—	
Other nonmetallic minerals, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Lime, —	—	—	—	—	—	—	—	—	—	—	384	—	—	—	186	
Ores and metals:																
Manufactures of iron and steel, —	5,342	5,790	873	2,944	2,414	1,860	1,193	2,032	534	930	5,867	6,424	891	4,654	1,044	
Machinery and vehicles																
Machinery except agricultural, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Vehicles, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Chemicals:																
Ammunition, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Coal tar, crude, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Fertilizer, —	744	2,200	801	1,400	1,046	1,481	920	930	742	1,770	560	295	341	449	542	
Nitrate of soda, —	—	—	—	—	—	—	—	—	48	269	492	24	—	—	—	
Soap, laundry, —	—	—	—	—	—	—	—	—	101	184	58	63	123	75	61	
Lead compounds, paint, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Lime, —	—	—	—	—	—	—	—	—	—	136	186	—	51	—	—	
Unclassified:																
Misc office supplies, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Household goods, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Merchandise, —	8,073	—	—	—	—	—	—	—	17	103	75	58	217	217	47	
Miscellaneous, —	4,055	28,973	18,870	25,950	21,363	20,778	19,730	17,398	4,169	—	5,826	1,640	2,601	2,660	2,169	
Musical instruments, —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Turpentine cups, —	—	—	—	—	397	456	380	200	—	—	—	—	—	—	—	
Totals	63,561	75,264	51,922	89,590	76,463	50,789	42,972	46,124	30,540	19,971	151,261	157,583	96,521	118,010	35,177	
Notes (*) Includes railroad ties. (†) Includes cement, lime, brick, etc.																

APPENDIX

DOMESTIC SHIPMENTS AND RECEIPTS AT THE PORT OF PENSACOLA FLA. 1912 - 1926 RECEIPTS (QUANTITIES IN SHORT TONS.)															
COMMODITIES	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926
Animal and animal products except wool and hair	—	—	—	—	—	—	—	—	2	75	18	—	146	60	—
Butter, cheese and milk	—	—	—	—	—	—	—	—	54	45	10	—	32	—	41
Eggs	—	6,835	7,401	4,962	5,457	4,420	3,949	3,690	3,940	4,007	5,639	—	4,514	4,822	3,916
Fish	—	—	—	—	—	—	—	—	39	—	12	—	—	—	—
Hides and skins	—	—	—	—	—	—	—	—	18	—	—	—	—	—	—
Lord	—	—	—	—	—	—	—	—	20	63	—	—	—	—	—
Livestock	15	112	129	37	92	61	74	43	80	57	241	—	300	102	84
Meat products	—	—	—	—	—	—	—	—	68	—	9	—	—	—	—
Oysters	—	—	—	—	—	—	—	—	26	—	9	—	—	—	—
Poultry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Milk and cream	—	—	—	—	—	—	—	—	—	65	77	—	—	—	—
Vegetable food products and beverages:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Flour	—	—	—	—	—	—	—	—	7	88	118	—	—	35	18
Fruits	14	46	92	258	544	318	504	97	30	12	144	—	—	—	—
Grain	—	—	—	505	1,422	1,171	47	30	—	2	685	—	932	299	111
Hay and feed	—	—	—	25	—	139	611	395	108	—	5	—	142	—	228
Oil, vegetable	—	—	—	—	—	357	—	—	—	—	—	—	—	—	—
Pecans	—	—	—	—	—	—	—	—	40	75	40	—	—	10	—
Potatoes	—	—	—	—	—	—	—	—	40	15	—	—	—	444	344
Vegetables	—	—	—	—	—	—	—	—	—	129	55	—	363	1,033	693
Corn meal	—	—	—	—	—	—	—	—	—	—	46	—	—	28	—
Syrup	—	—	—	—	—	94	—	—	93	75	26	—	16	—	—
Sugar, refined	600	263	648	635	356	117	—	9	11	398	1,290	—	2,471	—	2,670
Bran and middlings	—	—	—	—	—	—	—	—	—	60	9	—	—	—	—
Beans, dried	—	—	—	—	—	—	—	—	—	132	550	—	601	—	—
Coffee	—	—	—	—	—	—	—	—	—	45	168	—	275	3,742	145
Other vegetable products except fibers and wood:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cotton seed	—	265	38	25	—	50	—	17	—	—	—	—	—	—	—
Noval stores	35,548	34,862	24,417	34,446	39,894	36,985	15,951	18,294	18,020	22,401	14,760	15,728	16,053	17,039	16,601
Seeds for sowing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tobacco	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Textiles:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Jute, burlap and bagging	—	—	—	—	—	—	—	—	—	—	—	15	—	—	—
Cotton	896	40	50	768	—	41	56	62	38	—	—	—	—	—	—
Cotton batting	—	—	—	276	624	413	—	—	—	—	—	—	—	—	—
Wool	12	5	—	—	—	10	—	—	—	—	—	—	—	—	—
Miscellaneous textiles	—	—	—	—	—	—	—	—	—	—	—	36	89	—	84
Manila rope, cable and cordage	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wearing apparel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wood and paper:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Barrels and casks	—	—	—	—	—	—	—	—	—	—	—	42	—	—	—
Ash logs	—	—	820	582	114	—	—	—	—	—	—	—	—	—	—
Chips	—	—	—	67	—	—	—	—	—	—	—	—	—	—	—
Cross ties	100	2,590	6,863	4,982	2,403	400	13,878	8,700	—	—	32,160	12,195	35,640	6,004	18,800
Cypress lumber and logs	3,999	3,025	—	—	—	—	—	—	—	31,395	90,900	—	83,500	74,365	—
Furniture, wood	—	—	—	—	—	—	—	—	114	—	—	—	—	—	—
Paper, wrapping and other	—	—	—	—	—	—	—	—	24	—	—	—	—	—	—
Pine timber and lumber	251,177	284,942	225,217	193,467	110,187	108,425	78,975	50,321	68,484	40	18	231	70,711	76,137	121,200
Poles and logs	—	—	—	450	300	—	90	75	—	—	—	—	—	—	78,344
Shingles	587	405	34	57	142	478	30	31	—	—	—	130	620	—	—
Wood and paper, other	—	650	52	100	—	—	—	—	—	—	—	—	179	7	195
Cedar lumber	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mahogany	—	—	—	—	—	—	—	—	—	—	444	—	—	—	—
Nonmetallic minerals:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Brick and tile	—	—	—	15	—	—	—	—	—	30	62	—	—	—	—
Cement	—	—	—	—	18	35	—	100	—	—	—	—	—	123	—
Chalk	—	—	—	57	—	—	—	—	—	—	—	—	—	—	—
Coal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Petroleum and products	—	—	10	—	2	23	11	4	—	—	—	—	—	—	—
Salt	—	470	—	—	6	30	393	21,954	8,602	5,115	2,603	5,938	1,590	111,353	113,623
Sand and gravel	135	—	—	—	—	—	—	2	—	—	—	—	—	—	—
Ores and metals:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Manufactures of iron and steel	—	—	26	425	545	650	632	418	129	345	718	1,034	953	807	634
Machinery and vehicles:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Machinery except agricultural	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Vehicles	—	—	2	—	—	53	—	—	58	—	16	47	19	11	26
Chemicals:	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Fertilizer	—	15	—	2	—	—	—	—	—	85	—	20	—	—	—
Ammunition	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Soaps	—	—	—	—	—	—	—	—	—	—	73	243	35	—	—
Soda and sodium compounds	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lead compounds	—	—	—	—	—	—	—	—	—	18	93	87	—	—	—
Unclassified:	—	—	—	—	—	—	—	—	—	18	—	—	—	—	—
Miscellaneous	799	3748	3,862	2,565	6,597	6,814	3,670	3,320	540	496	1,027	2,124	2,002	2,021	2,784
Misc. office supplies	—	—	—	—	—	—	—	—	—	132	—	24	—	—	—
Household goods	—	—	—	—	—	—	—	—	—	88	28	46	49	60	60
Totals	293,902	338,293	269,661	244,707	168,701	161,084	118,933	107,559	100,987	136,453	514,196	198,153	221,387	298,735	360,601

PLATE XXIV

DOMESTIC

(Locality: PENSACOLA HARBOR, FLA.)

COASTWISE RECEIPTS

APPENDIX

Commodities	Amount in Short Tons		Value	
	By Commodities	By Classes	By Commodities	By Classes
1. Animals and animal products, except wool and hair.....		4,082		901,440
Eggs and poultry.....	41		18,860	
Beef and other meats.....	84		29,400	
Milk, butter and cheese.....	41		21,320	
Fish, in bulk.....	3,736		747,200	
Fish and oysters canned.....	180		84,660	
2. Vegetable food products, etc.....		4,209		583,650
Rye, wheat, corn, etc.....	111		7,770	
Flour.....	18		1,620	
Hay and feedstuffs.....	228		9,120	
Beans, potatoes and onions.....	344		30,960	
Vegetables and fruits.....	693		180,180	
Coffee.....	145		87,000	
Sugar.....	2,670		267,000	
3. Other vegetable products, except fibers and wood.....		16,601		1,960,030
Rosin.....	12,296		922,200	
Turpentine.....	4,079		1,019,750	
Other gums and rosins.....	226		18,080	
4. Textiles.....		84		71,400
Miscellaneous textiles.....	84		71,400	
5. Wood and paper.....		218,535		3,127,770
Wood and paper.....	18,800		338,400	
Railroad ties.....	121,200		2,424,000	
Lumber and timber.....	78,340		297,070	
Logs and poles.....	195		68,300	
Doors, blinds, shingles, furniture, paper, etc.....		113,623		4,016,638
6. Nonmetallic minerals.....				
Fuel oil.....	1,897		26,968	
Kerosene.....	4,370		124,872	
Gasoline.....	107,356		3,864,798	
7. Ores, metals and manufactures of, except machinery and vehicles.....		634		113,965
Iron bars, nails, wire, bolts, etc.....	101		7,615	
Iron pipe, wire, rope, etc.....	28		3,500	
All other iron and steel.....	477		119,250	
All other metals, etc.....	28		3,600	
8. Machinery and vehicles.....	26		19,750	
9. Unclassified.....		2,844		19,750
Household and personal effects.....	60		30,000	
Miscellaneous articles.....	2,784		1,670,400	
Total.....	360,638	360,638	12,515,043	12,515,043

AUTHORITY: Board of Engineers for Rivers and Harbors, War Department, in co-operation with the Bureau of Research, U. S. Shipping Board.

FREIGHT TRAFFIC, 1926
DOMESTIC
COASTWISE SHIPMENTS

(Locality: **PENSACOLA HARBOR, FLA.)**

	Amount in Short Tons			Value	
	Commodities	By Commodities	By Classes	By Commodities	By Classes
1. Animals and animal products, except wool and hair.....			693		
Beef and other meat products.....	371			133,660	270,060
Milk, cheese and butter.....	128			66,560	
Lard	194			69,840	
2. Vegetable food products, etc.....			6,552		564,950
Rye, wheat, corn, etc.....	862			60,340	
Flour, meal, grits, etc.....	760			68,400	
Hay and feedstuffs.....	3,699			147,960	
Beans, potatoes and onions.....	413			37,170	
Vegetables and fruits.....	434			112,840	
Coffee, sugar and sirup.....	384			138,240	
Other vegetable products, except fibers and wood.....			9,961		1,120,070
Rosin	7,938			595,350	
Turpentine	1,808			452,000	
Other gums and rosins.....	184			14,720	
Tobacco manufactured, etc.....	31			58,000	
4. Textiles			1,270		475,400
Cotton unmanufactured	1,200			288,000	
Cloth and wearing apparel.....	26			150,000	
Miscellaneous textiles	44			37,400	
5. Wood and paper.....			11,884		346,360
Railroad ties, lumber and timber.....	10,800			216,000	
Doors, blinds, shingles, etc.....	86			22,360	
Furniture, etc.	58			32,800	
Barrels and casks.....	940			75,200	
6. Nonmetallic minerals			867		33,684
Lubricating oil and grease.....	207			16,560	
Cement, lime, brick, etc.....	474			10,428	
Other nonmetallic minerals.....	186			6,696	
7. Ores, metals, etc., manufactured.....			1,044		208,435
Iron bars, wire, nails, bolts, etc.....	214			15,185	
Iron pipe, wire rope, etc.....	114			14,250	
All other iron and steel.....	716			179,000	
8. Machinery and vehicles.....	87		87	139,200	139,200
Chemicals			603		31,710
Prepared fertilizer	542			24,390	
Soap	61			7,320	
9. Unclassified			2,216		1,324,900
Household and personal effects.....	47			23,500	
Miscellaneous articles.....	2,169			1,301,400	
Total.....	35,177		35,177	4,514,769	4,514,769

AUTHORITY: Board of Engineers for Rivers and Harbors, War Department, in co-operation with the Bureau of Research, U. S. Shipping Board.

APPENDIX

CARLOAD FREIGHT RECEIVED AT PENSACOLA, FLA.

(By Rail)

Commodity	1924 No. Cars	1925 No. Cars	1926 No. Cars
Automobiles	104	150	125
Brick	450	450	400
Cement	225	200	195
Coal	2,630	4,259	4,059
Coke	52	75	97
Cotton	76	450	565
Cotton Seed Cake.....	0	161	104
Fertilizer	580	450	400
Fruits and Vegetables.....	275	300	250
Grain, Hay	3,680	3,800	3,780
Lime	100	150	125
Lumber	5,692	4,983	4,377
Wood	3,890	3,825	3,750
Merchandise	4,577	4,813	5,436
Pitch	243	0	159
Petroleum Products	380	475	450
Naval Stores	2,067	2,087	2,499
Miscellaneous	1,151	700	713
Totals.....	26,072	27,328	27,484

CARLOAD FREIGHT FORWARDED FROM PENSACOLA, FLA.

(By Rail)

Commodity	1924 No. Cars	1925 No. Cars	1926 No. Cars
Barrels and Barrel Material.....	343	391	537
Bananas	0	0	97
Cotton and Cotton Linters.....	106	0	5
Cotton Seed Products.....	69	127	144
Grain Products	135	87	58
Forest Products	958	1,105	1,468
Excelsior	196	143	140
Fertilizer, mfgd.....	548	483	504
Fertilizer Materials (import).....	1,001	2,337	2,967
Fish, fresh	188	208	146
Petroleum Products	470	1,633	2,047
Scrap Iron	25	33	54
Mahogany Logs	29	344	628
Package Cars	6,759	6,904	7,862
Pine Tar, Pine and Rosin Oil.....	26	30	35
Rosin	611	938	703
Turpentine	208	248	200
Sulphur	0	113	122
Soda Water	182	195	142
Sisal	0	19	0
Whale Oil	119	27	114
Miscellaneous	646	599	731
Total.....	12,619	15,964	18,704

AUTHORITY: Louisville and Nashville Railroad Company.

APPROXIMATE TONNAGE ON CARLOAD SHIPMENTS MOVING FROM PENSACOLA, FLA., 1926
(Short Tons)

APPENDIX

To—	Fertilizer	Mahogany Logs	Creosoted Products	Naval Stores	Lumber	Fish	Fruit and Vegetables	Total
Alabama	83,955		2,150	1,105	1,592.5	72		88,874.5
Florida	7,772		14,625	260	10,920	12		33,589.0
Tennessee	2,291	3,021	75	812.5	130	174	13.75	6,517.25
Georgia	667		475	65	195	72	657	2,131.0
Illinois	1,769	199.5	325	4,030	1,072.5	30	36	7,462.0
Ohio	2,842		175	4,972.5	1,917.5	320	45	10,272.0
Mississippi	1,334		50		65	4	45	1,498.0
Kentucky	203	14,962.5	375	1,137.5	162.5			16,840.5
Wisconsin	87			3,217.5	65			3,369.5
Arkansas	377						18	395.0
Indiana	435		125	1,202.5	780		18	2,560.5
New York	29			1,560	1,072.5			2,661.5
Minnesota	29		100	130	32.5			291.5
Kansas	174			97.5				271.5
Missouri	493		25	812.5	260		45	1,636.5
Louisiana			350	3,217.5		270		3,837.5
Cuba		28.5	100			6		106.0
West Virginia								28.5
Washington				2,892.5				2,892.5
Oregon				390				390.0
Uruguay				682.5				682.5
Michigan			75	130	650			855.0
Pennsylvania			50	3,185	812.5			4,047.5
California				3,510				3,510.0
Iowa				195	65			260.0
Montana			150	292.5				442.5
Colorado				32.5				32.5
Texas				227.5				227.5
North Carolina			225	32.5				257.5
New Jersey			25	487.5	1,852.5			2,365.0
Virginia				65				65
Utah				32.5				32.5
Arizona				32.5				32.5
Massachusetts								
South Carolina			125	97.5	260			482.5
Nebraska			100	32.5				132.5
Mexico			25					25.0
New Hampshire			25					25.0
Connecticut					65			90.0
Maryland					292.5			292.5
Delaware					455			455.0
Maine					32.5			32.5
Rhode Island					32.5			32.5
TOTALS	102,457	18,211.5	19,775	34,937.5	22,815	960	877.75	200,033.75

AUTHORITY: Louisville & Nashville Railroad Company.

APPENDIX

CARLOADS AND APPROXIMATE TONNAGE OF SOME OF THE MOST COMMON COMMODITIES SHIPPED FROM PENSACOLA, 1926

LUMBER

<u>Destination</u>	<u>No. Cars</u>	<u>Approx. Tons</u>
Florida	336	10,920
Pennsylvania	25	813
Alabama	49	1,592
New York	35	1,073
New Jersey	57	1,852
Kentucky	5	163
Michigan	20	650
Ohio	59	1,917
Indiana	24	780
Georgia	6	195
Massachusetts	8	260
Illinois	33	1,073
Tennessee	4	130
Connecticut	9	292
New Hampshire	2	65
Iowa	2	65
Maryland	14	455
Delaware	1	33
Minnesota	1	32
Wisconsin	2	65
Missouri	8	260
Mississippi	2	65
Maine	1	33
Rhode Island	1	32
Total.....	702	22,815

MAHOGANY LOGS

<u>Destination</u>	<u>No. Cars</u>	<u>Approx. Tons</u>
Kentucky	525	14,963
Tennessee	106	3,021
Illinois	7	199
West Virginia	1	29
Total.....	639	18,212

NOTE: Quantities expressed in short tons.

AUTHORITY: Louisville and Nashville Railroad Company.

APPENDIX

CARLOADS AND APPROXIMATE TONNAGE OF SOME OF THE MOST COMMON COMMODITIES SHIPPED FROM PENSACOLA, 1926

CREOSOTED PRODUCTS

<u>Destination</u>	<u>No. Cars</u>	<u>Approx. Tons</u>
Florida	585	14,625
Alabama	86	2,150
North Carolina	9	225
Ohio	7	175
Louisiana	14	350
Massachusetts	5	125
Indiana	5	125
Michigan	3	75
Pennsylvania	2	50
Illinois	13	325
Kentucky	15	375
Georgia	19	475
South Carolina	4	100
Iowa	6	150
Minnesota	4	100
Nebraska	1	25
Tennessee	3	75
Mexico	1	25
Mississippi	2	50
Missouri	1	25
Cuba	4	100
New Jersey	1	25
New Hampshire	1	25
Total.....	791	19,775

NOTE: Quantities in short tons.

AUTHORITY: Louisville and Nashville Railroad Company.

APPENDIX

CARLOADS AND APPROXIMATE TONNAGE OF SOME OF THE MOST COMMON COMMODITIES SHIPPED FROM PENSACOLA, 1926

NAVAL STORES

<u>Destination</u>	<u>No. Cars</u>	<u>Approx. Tons</u>
Wisconsin	99	3,218
Iowa	9	293
New York	48	1,560
Montana	1	32
Missouri	25	812
Colorado	7	228
Illinois	124	4,030
Indiana	37	1,202
Canada	89	2,893
Florida	8	260
Ohio	153	4,972
Texas	1	33
Louisiana	99	3,218
North Carolina	15	487
Washington	12	390
New Jersey	2	65
Tennessee	25	812
Virginia	1	33
Oregon	21	683
Kansas	3	97
Uruguay	4	130
Utah	1	33
Michigan	98	3,185
Arizona	3	97
Alabama	34	1,105
Massachusetts	1	33
Minnesota	4	130
Pennsylvania	108	3,510
California	6	195
Kentucky	35	1,137
Georgia	2	65
Total.....	1,075	34,938

NOTE: Quantities expressed in short tons.

AUTHORITY: Louisville and Nashville Railroad Company.

APPENDIX

CARLOADS AND APPROXIMATE TONNAGE OF SOME OF THE MOST COMMON

COMMODITIES SHIPPED FROM PENSACOLA, 1926

FERTILIZER

<u>Destination</u>	<u>No. Cars</u>	<u>Approx. Tons</u>
Alabama	2,895	83,955
Florida	268	7,772
Tennessee	79	2,291
Georgia	23	667
Illinois	61	1,769
Ohio	98	2,842
Mississippi	46	1,334
Wisconsin	3	87
Kentucky	7	203
Arkansas	13	377
Indiana	15	435
New York	1	29
Minnesota	1	29
Kansas	6	174
Missouri	17	493
Total.....	3,533	102,457

FISH

Ohio	32	320
Louisiana	45	270
Tennessee	29	173
Georgia	18	72
Alabama	18	72
Florida	2	12
Cuba	1	6
Illinois	3	30
Mississippi	1	4
Total.....	149	960

FRUITS AND VEGETABLES

Florida	1 Potatoes	14
Tennessee	73 Bananas	657
Georgia	4 "	36
Illinois	5 "	45
Ohio	5 "	45
Indiana	2 "	18
Kentucky	2 "	18
Missouri	5 "	45
Total.....	97	878

NOTE: Quantities expressed in short tons.

AUTHORITY: Louisville and Nashville Railroad Company.

APPENDIX

RECAPITULATION

CARLOADS AND APPROXIMATE TONNAGE OF SOME OF THE MOST COMMON

COMMODITIES SHIPPED FROM PENSACOLA, 1926

<u>Commodity</u>	<u>No. Cars</u>	<u>Approx. Tons</u>
Lumber	702	22,815
Mahogany Logs.....	639	18,212
Creosoted Products.....	791	19,775
Naval Stores.....	1,077	34,938
Fertilizer	3,533	102,457
Fish	149	960
Fruits and Vegetables.....	97	878
Totals.....	6,988	200,033

NOTE: Quantities expressed in short tons.

AUTHORITY: Louisville and Nashville Railroad Company.

APPENDIX

APPROXIMATE TONNAGE ON CARLOAD SHIPMENTS IN 1926

FROM ESCAMBIA COUNTY OTHER THAN PENSACOLA

<u>Destination</u>	<u>Sweet Potatoes</u>	<u>Irish Potatoes</u>	<u>Watermelons</u>	<u>Total</u>
Alabama	90	137	0	227
Ohio	75	83	0	158
Florida	15	0	0	15
Total.....	180	220	0	400

FROM SANTA ROSA COUNTY

<u>Destination</u>	<u>Sweet Potatoes</u>	<u>Irish Potatoes</u>	<u>Watermelons</u>	<u>Total</u>
Alabama	14	0	15	29
Florida	14	0	0	14
Ohio	0	0	90	90
Pennsylvania	0	0	15	15
Total.....	28	0	120	148

NOTE: Quantities expressed in short tons.

AUTHORITY: Louisville and Nashville Railroad Company.

APPENDIX

FRUITS AND VEGETABLES SHIPMENTS FROM ESCAMBIA COUNTY OTHER THAN PENSACOLA, 1926

To ALABAMA

<u>Commodity</u>	<u>No. Cars</u>	<u>Approx. Tons</u>
Irish Potatoes	10	137
Sweet Potatoes	6	90

To OHIO

Irish Potatoes	6	83
Sweet Potatoes	5	75

To FLORIDA

Sweet Potatoes	1	15
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FRUITS AND VEGETABLES SHIPMENTS FROM SANTA ROSA COUNTY, 1926

To ALABAMA

Sweet Potatoes	1	14
Watermelons	1	15

To FLORIDA

Sweet Potatoes	1	14
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To OHIO

Watermelons	6	90
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To PENNSYLVANIA

Watermelons	1	15
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NOTE: Quantities expressed in short tons.

AUTHORITY: Louisville and Nashville Railroad Company.

APPENDIX

COMPARISON OF TONNAGE OF NAVAL STORES AND LUMBER WITH TOTAL PASSING THROUGH PENSACOLA

SHIPMENTS COASTWISE			RECEIPTS COASTWISE			EXPORTS		
Years	Naval Stores and Lumber Products	Total	Naval Stores and Lumber Products	Total	Naval Stores and Lumber Products	Total	Naval Stores and Lumber Products	Total
1912	5,264	63,561	291,431	293,902	503,917	738,120		
1913	5,029	75,264	326,824	350,856	753,114	946,784		
1914	4,145	51,922	257,351	269,661	547,964	735,596		
1915	27,659	89,590	234,051	244,707	334,494	494,038		
1916	18,324	76,463	153,040	168,701	335,504	463,346		
1917	3,248	50,789	146,288	161,084	165,840	243,143		
1918	3,914	42,972	108,924	118,933	92,961	164,298		
1919	1,836	46,224	77,417	107,559	124,810	251,691		
1920	574	30,788	86,618	100,604	181,213	438,246		
1921	558	19,971	124,786	136,653	145,950	280,366		
1922	87,678	151,261	242,658	514,196	171,231	226,040		
1923	55,143	157,583	187,942	208,454	307,116	452,914		
1924	65,677	96,548	206,459	221,387	259,649	301,783		
1925	100,016	118,010	173,392	298,735	226,982	248,020		
1926	21,814	35,177	235,136	360,638	164,248	212,088		

NOTE: Quantities expressed in short tons.

AUTHORITY: War Department Corps of Engineers, U. S. Army.

APPENDIX

FISHERIES - GULF COAST, 1923

Item	Florida (West Coast)		Alabama		Mississippi		Louisiana		Texas		Total	
	Pounds	Value	Pounds	Value	Pounds	Value	Pounds	Value	Pounds	Value	Pounds	Value
Amberfish	13,845	322	---	---	---	---	---	---	---	---	13,845	322
Angelfish	28,664	915	1,940	72	---	---	---	---	---	---	30,604	987
Barracuda	1,600	64	---	---	---	---	---	---	---	---	1,600	64
Bluefish	417,840	39,025	3,500	210	5,900	414	---	---	500	85	427,740	39,734
Bonita	28,030	1,010	---	---	---	---	---	---	---	---	28,030	1,010
Catfish	114,780	5,313	16,220	638	35,440	1,278	104,735	3,931	50,340	2,614	321,515	13,774
Cerrot King	564,128	38,086	---	---	---	---	---	---	---	---	564,128	38,086
Credalle	156,084	4,618	---	---	---	---	---	---	---	---	156,084	4,618
Croaker	95,294	2,878	36,600	1,115	45,015	1,881	219,025	12,554	67,970	3,283	368,610	18,838
Drum, Black	1,398,291	43,249	9,250	279	38,989	1,263	59,988	2,000	1,028,451	36,807	1,231,972	43,227
Drum, Red	353,736	10,628	14,765	949	176,760	12,979	665,067	55,941	877,760	72,299	3,132,643	185,417
Elops	71,315	3,936	---	---	---	---	---	---	---	---	353,736	10,628
Flounders	4,265,569	110,689	2,190	178	8,919	8,919	21,513	1,890	118,395	10,203	301,029	25,126
Groupers	94,867	2,846	304,600	7,615	26,137	784	10,000	500	32,725	980	4,639,031	120,568
Grunts	1,000	45	---	73	---	---	---	---	---	---	97,482	2,919
Harvest Fish	9,448	284	---	---	---	---	---	---	---	---	1,000	45
Hog Fish	109,188	2,565	---	---	---	---	---	---	---	---	9,448	284
Jew Fish	77,021	5,574	2,598	134	5,200	156	---	---	13,450	553	127,838	3,274
King Whiting	1,450	53	---	---	9,054	541	---	---	11,403	1,015	100,076	7,264
Leather Jacker	1,450	53	---	---	---	---	---	---	---	---	1,450	53
Menhaden	10,955,825	78,303	---	---	400	20	---	---	8,517,000	56,780	19,473,225	135,103
Moon Fish	27,741,837	1,091,383	---	---	---	---	---	---	---	---	775	22
Mullet	27,741,837	1,091,383	648,200	22,473	1,739,026	52,719	181,485	6,152	7,563	274	30,318,091	1,173,001
" Salted	445,023	30,624	---	---	---	---	---	---	---	---	445,023	30,624
Mullet Roe	13,945	1,653	---	---	---	---	---	---	---	---	13,945	1,653
" "Salted	20,765	1,836	---	---	---	---	---	---	---	---	20,765	1,836
Permit	8,493	266	---	---	---	---	---	---	---	---	8,493	266
Pig Fish	6,156	179	---	---	---	---	---	---	---	---	6,156	179
Pin Fish	77,390	2,333	---	---	---	---	---	---	---	---	77,390	2,333
Pompano	280,403	51,446	770	159	7,156	1,462	1,220	218	2,530	287	292,079	53,572
Pompano, Salted	1,000	100	---	---	---	---	---	---	---	---	1,000	100
Porgies	28,600	1,180	---	---	400	12	---	---	---	---	29,000	1,192
Pork Fish	2,500	138	---	---	---	---	---	---	---	---	2,500	138
Saw Fish	200,000	2,500	---	---	---	---	---	---	---	---	200,000	2,500
Sea Bass	25,100	2,450	---	---	7,940	595	1,870	150	---	---	34,910	3,195
Sergeant	103,701	3,184	---	---	---	---	---	---	---	---	103,701	3,184
Sharks	3,000,000	24,000	---	---	---	---	---	---	---	---	3,000,000	24,000
Sheephead	1,025,415	31,963	20,640	1,389	90,768	5,771	193,344	14,435	140,610	8,117	1,470,777	61,675
Snapper	125,179	4,221	---	---	---	---	---	---	---	---	125,179	4,221
Mangrove	28,225	1,013	---	---	---	---	---	---	---	---	28,225	1,013
" Mutton	9,471,267	680,232	970,000	77,600	103,618	8,808	175,000	17,500	1,008,960	80,717	11,728,845	864,857
" Red	3,772,028	308,829	1,185	119	10,082	966	2,600	361	78,920	8,200	3,864,815	318,475
Spanish	55,929	1,677	15,760	486	27,245	912	23,435	829	---	---	122,369	3,904
Mackerel	590,523	157,169	48,910	4,903	410,294	37,372	783,214	73,031	1,523,965	154,238	4,356,906	426,668
Spot	7,400	1,088	---	---	---	---	---	---	---	---	7,400	1,088
Squeteagues	25	25	---	---	---	---	---	---	---	---	25	25
Sturgeon	600	24	---	---	---	---	---	---	---	---	600	24
" Caviar	38,672	2,422	---	---	---	---	2,500	72	---	---	41,172	2,492
Yellow Tail	---	---	---	---	---	---	---	---	---	---	---	---

APPENDIX

FISHERIES - GULF COAST, 1923 - Cont'd.

Item	Florida(West Coast)		Alabama		Mississippi		Louisiana		Texas		Total	
	Pounds	Value	Pounds	Value	Pounds	Value	Pounds	Value	Pounds	Value	Pounds	Value
Crabs, Hard	---	---	84,000	2,750	434,644	11,431	312,600	7,626	108,900	8,665	940,144	30,472
" Soft	---	---	---	---	8,800	2,180	3,000	1,050	---	---	11,800	3,230
" Stone	7,200	1,200	---	---	---	---	---	---	---	---	7,200	1,200
Sea Crawfish	321,010	16,051	---	---	---	---	---	---	---	---	321,010	16,051
Shrimp	2,881,454	114,509	3,182,000	119,239	9,879,100	359,086	2,471,868	900,785	3,421,638	158,519	43,836,060	1,652,138
Shrimp Dried	---	---	---	---	---	---	410,117	83,284	---	---	410,117	83,284
Conchs	2,500	50	---	---	---	---	---	---	---	---	2,500	50
Oysters, Market	---	---	---	---	---	---	---	---	---	---	---	---
Public	1,642,144	68,564	906,227	32,751	9,046,002	362,347	1,272,285	151,462	2,498,846	174,576	15,365,504	789,700
Clams, Hard	602,272	180,040	---	---	---	---	---	---	---	---	602,272	180,040
Oysters, Market	---	---	---	---	---	---	---	---	---	---	---	---
Private	---	---	725,375	53,968	2,828,952	110,305	5,882,478	618,972	21,000	1,500	9,457,805	784,745
Oysters Seed	---	---	---	---	---	---	---	---	---	---	---	---
Public	---	---	630,000	15,500	---	---	---	---	---	---	630,000	15,500
Terrapin	---	---	2,332	933	7,200	3,585	22,250	7,512	---	---	31,782	12,030
Turtles	54,200	3,705	---	---	---	---	8,650	173	2,550	204	65,400	4,082
Sponges, Grass	97,277	18,059	---	---	---	---	---	---	---	---	97,277	18,059
Sponges	---	---	---	---	---	---	---	---	---	---	---	---
Sheepswool	339,623	778,949	---	---	---	---	---	---	---	---	339,623	778,949
Sponges	---	---	---	---	---	---	---	---	---	---	---	---
Wire	16,028	7,479	---	---	---	---	---	---	---	---	16,028	7,479
Sponges	---	---	---	---	---	---	---	---	---	---	---	---
Yellow	121,665	69,085	---	---	---	---	---	---	---	---	121,665	69,085
Sea Gar	---	---	---	---	---	---	---	---	26,150	2,092	26,150	2,092
Sea Gar, Dried	---	---	---	---	---	---	1,150	92	---	---	1,150	92
TOTALS	73,266,267	4,026,227	7,631,237	341,569	25,031,738	985,741	34,835,194	1,961,100	19,559,606	782,031	160,324,042	8,096,650

AUTHORITY: U. S. Department of Commerce,
Bureau of Fisheries.

APPENDIX

CLASSIFIED MANUFACTURES OF THE UNITED STATES

COMPILED FROM THE U. S. CENSUS OF MANUFACTURES

The following list, arranged alphabetically, includes all manufactures in the United States, classified according to products:

- | | |
|--|--|
| Aeroplanes, seaplanes, airships and parts. | specified. |
| Agricultural implements. | Boxes, wooden packing, except cigar boxes. |
| Aluminum manufactures. | Brass, bronze and copper products. |
| Ammunition. | Bread and baking products. |
| Artificial flowers. | Brick and tile, terra cotta and fireclay products. |
| Artificial limbs. | Brooms. |
| Artists' materials. | Brushes. |
| Asbestos products, not including steam packing. | Butter. |
| Automobile bodies and parts. | Buttons. |
| Automobiles. | |
| Awnings, tents and sails. | Candles. |
| Artificial silk. | Canning and preserving, fish. |
| Artificial stone products. | Canning and preserving, fruits and vegetables. |
| | Canning and preserving, oysters. |
| Babbit metal and solder. | Card cutting and designing. |
| Bags, paper, exclusive of those made in paper mills. | Cardboard, not made in paper mills. |
| Bags, other than paper, not including those made in textile mills. | Carpets and rugs, other than rag. |
| Baking powders and yeast. | Carpets, rag. |
| Baskets, rattan and willow ware. | Carriage and wagon materials. |
| Bells. | Carriages and sleds, children's. |
| Belting and hose, rubber. | Carriages and wagons, including repairs. |
| Belting and hose, other than rubber. | Cars and general shop construction and repairs by electric railroad companies. |
| Belting, leather. | Cars and general shop construction and repairs by steam railroad companies. |
| Blacking, stains and dressing. | Cars, steam railroad, not including operations of railroad companies. |
| Bluing. | Cash registers and calculating machines. |
| Bone, carbon and lamp black. | Cement. |
| Bookbinding and blank-book making. | Cheese. |
| Boot and shoe cut stock. | Chemicals. |
| Boot and shoe findings. | |
| Boots and shoes, not including rubber boots and shoes. | |
| Boots and shoes, rubber. | |
| Boxes, cigars. | |
| Boxes, paper and other, not elsewhere | |

APPENDIX

CLASSIFIED LIST OF MANUFACTURES CONTINUED

Chewing Gum.	Enameling.
China decorating, not including that done in potteries.	Engines, steam, gas and water.
Chocolate and cocoa products.	Engravers' materials.
Cleaning and polishing preparations.	Engraving and diesinking.
Clocks.	Engraving, steel and copper plate, including plate printing.
Cloth, sponging and refinishing.	Engraving, wood.
Clothing, horse.	Envelopes.
Clothing, men's.	Explosives.
Clothing, men's buttonholes.	
Clothing, women's.	Fancy articles, not elsewhere specified.
Coal tar products.	Feathers and plumes.
Coffee and spice, roasting and grinding.	Felt goods.
Coffins, burial cases and undertakers' goods.	Ferro-alloys.
Coke, not including gas house.	Fertilizers.
Collars and cuffs, men's.	Files.
Combs and hairpins, not made from metal or rubber.	Firearms.
Condensed milk.	Fire extinguishers, chemical.
Confectionery and ice cream.	Fireworks.
Cooperage.	Flags and banners.
Copper, tin and sheet iron work.	Flavoring extracts.
Cordage and twine.	Flax and hemp, dressed.
Cordials and flavoring syrups.	Flour mill and grist mill products.
Cork, cutting.	Food preparations, not elsewhere specified.
Corsets.	Foundry and machine shop products.
Cotton goods.	Foundry supplies.
Cotton lace.	Fuel, manufactured.
Cotton, small wares.	Fur goods.
Crucibles.	Furnishing goods, men's.
Cutlery and edge tools.	Furniture.
	Furs, dressed.
Dairymen's, poultrymen's and apiarists' supplies.	Galvanizing.
Dental goods.	Gas and electric fixtures.
Drug grinding.	Gas, illuminating and heating.
Druggists' preparations.	Gas machines and gas and water heaters.
Dyeing and finishing textiles, exclusive of that done in textile mills.	Glass.
Dyestuffs and extracts, natural.	Glass, cutting, staining and ornamenting.
	Gloves and mittens, leather.
Electrical machinery, apparatus and supplies.	
Electroplating.	Glucose and starch.
Emery and other abrasive wheels.	Glue not elsewhere specified.
	Gold and silver, leaf and foil.

APPENDIX

CLASSIFIED LIST OF MANUFACTURES CONTINUED

Gold and silver, reducing and refining, not from the ore.	Japanning.
Graphite, ground and refined.	Jewelry.
Grease and tallow, not including lubricating greases.	Jewelry and instrument cases.
Grindstones.	Jute goods.
	Knit goods.
Haircloth.	Labels and tags.
Hair work.	Lamps and reflectors.
Hammocks.	Lapidary work.
Hardware.	Lard, not made in slaughtering and meat packing establishments.
Hardware, saddlery.	Lasts.
Hand stamps.	Lead, bar, pipe and sheet.
Hat and cap materials.	Leather goods, not elsewhere specified.
Hats and caps, other than felt, straw or wool.	Leather, tanned, curried and finished.
Hats, fur-felt.	Lime.
Hats, straw.	Linen goods.
Hats, wool-felt.	Lithographing.
Hones and whetstones.	Locomotives, not made by railroad companies.
Horseshoes, not made in steel works or rolling mills.	Looking-glass and picture frames.
House furnishing goods.	Lubricating greases.
	Lumber and timber products.
Ice, manufactured.	Lumber, planing mill products, not including mills connected with saw mills.
Ink, printing.	
Ink, writing.	Machine tools.
Instruments, professional and scientific.	Malt.
Iron and steel, blast furnaces.	Marble and stone work.
Iron and steel, steel works and rolling mills.	Matches.
Iron and steel, bolts, nuts, washers, rivets not made in rolling mills.	Mats and matting from cocoa fiber, grass and coir.
Iron and steel, cast iron pipe.	Mattresses and spring beds, not elsewhere specified.
Iron and steel, doors and shutters.	Millinery and lace goods, not elsewhere specified.
Iron and steel, forgings, not made in steel works or rolling mills.	Millstones.
Iron and steel, nails and spikes, cut and wrought, including wire not made in steel works or rolling mills.	Mineral and soda waters.
Iron and steel, tempering and welding.	Minerals and earths, ground and otherwise treated.
Iron and steel, wrought pipe.	Mirrors, framed and unframed, not elsewhere specified.
Ivory, shell and home work, not including combs and hairpins.	

APPENDIX

CLASSIFIED LIST OF MANUFACTURES CONTINUED

Models and patterns, not including paper patterns.	Pipes, tobacco.
Motorcycles, bicycles and parts.	Plated ware.
Mucilage, paste and other adhesives not elsewhere specified.	Plumbers' supplies, not elsewhere specified.
Musical instruments, organs.	Pocketbooks.
Musical instruments, pianos.	Pottery.
Musical instruments, organ and piano materials.	Poultry, killing and dressing, not done in slaughtering and meat-packing establishments.
Needles, pins and hooks and eyes.	Printing and publishing, book and job.
Nets and seines.	Printing and publishing, music.
Oakum.	Printing and publishing, newspapers and periodicals.
Oil and cake, cottonseed.	Printing materials.
Oil, essential.	Pulp from fiber other than wood.
Oil, linseed.	Pulp goods.
Oil, not elsewhere specified.	Pumps, not including power pumps.
Oilcloth and linoleum, floor.	Pumps, steam and other power.
Oilcloth, enameled.	Refrigerators.
Oleomargarine and other butter substitutes.	Regalia and society badges, emblems.
Optical goods.	Rice, cleaning and polishing.
Ordnance and accessories.	Roofing materials.
Paints.	Rubber tires, tubes and rubber goods.
Paper and wood pulp.	Rules, ivory and wood.
Paper goods, not elsewhere specified.	Saddlery and harness.
Paper patterns.	Safes and vaults.
Patent medicines and compounds.	Salt.
Paving materials.	Sand and emery paper and cloth.
Peanuts, grading, roasting, cleaning and shelling.	Sand lime brick.
Pencils, lead.	Sausage, not made in slaughtering and meat-packing establishments.
Pens, fountain and stylographic.	Saws.
Pens, gold.	Scales and balances.
Pens, steel.	Screws, machine.
Perfumery and cosmetics.	Screws, wood.
Petroleum refining.	Sewing machine cases.
Phonographs and graphophones.	Sewing machines and attachments.
Photo-engraving.	Shipbuilding, steel.
Photographic apparatus.	Shipbuilding, wooden, including boat building.
Photographic materials.	Shirts.
Pickles, preserves and sauces.	Showcases.

APPENDIX

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CLASSIFIED LIST OF MANUFACTURES CONTINUED

Signs and advertising novelties.	Tin plate and terneplate.
Silk goods, including throwsters.	Tinware, not elsewhere specified.
Silversmithing and silverware.	Tobacco, chewing and smoking and snuff.
Slaughtering and meat-packing.	Tobacco, cigars and cigarettes.
Smelting and refining, copper.	Tools, not elsewhere specified.
Smelting and refining, lead.	Toys and games.
Smelting and refining, metals, not elsewhere specified.	Trunks and valises.
Smelting and refining, not from the ore.	Turpentine and rosin.
Smelting and refining, zinc.	Type founding.
Soap.	Typewriters and supplies.
Soda-water apparatus.	Umbrellas and canes.
Sporting and athletic goods.	Upholstering materials, not elsewhere specified.
Springs, steel, car and carriage, not made in steel works or rolling mills.	Varnishes.
Stamped and enameled ware, not elsewhere specified.	Vault lights and ventilators.
Stationery goods not elsewhere specified.	Vinegar and Cider.
Statuary and art goods.	Wall paper, not made in paper mills.
Steam fittings and steam and hot water heating apparatus.	Wall plaster and composition flooring.
Steam packing.	Washing machines and clothes wringers
Steel barrels, drums, tanks.	Waste.
Stencils and brands.	Watch and clock materials, except watches.
Stereotyping and electrotyping.	Watch cases.
Stoves and hot air furnaces.	Watches.
Stoves, gas and oil.	Wheelbarrows.
Structural ironwork, not made in steel works or rolling mills.	Whips.
Sugar, beet.	Windmills.
Sugar, cane.	Window and door screens and weather strips.
Sugar, refining, not including beet sugar.	Window shades and fixtures.
Sulphuric, nitric and mixed acids.	Wire.
Surgical appliances.	Wireworks, not elsewhere specified.
Suspenders, garters and elastic woven goods.	Wood distillation.
	Wood preserving.
	Wood, turned and carved.
	Wooden goods, not elsewhere specified.
Textile machinery and parts.	Wool pulling.
Theatrical machinery.	Wool scouring.
Tin and other foils, not elsewhere specified.	Wool shoddy.
	Woolen and worsted goods.

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